

The Edmonton Bulletin.

SEMI-WEEKLY EDITION

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VOLUME V.

EDMONTON, ALBERTA, CANADA, MONDAY, NOVEMBER 1, 1909

NUMBER 400

MIXED TRAINS ON G.T.P. NEXT MONTH

Reason for Delay in Inauguration of Service Due to Incompletion of Fences.

The G.T.P. line from Winnipeg to Edmonton is in splendid running order, to wit the record trip of twenty-three hours made by the Cy-Warman's press party on Tuesday last and the run of twenty-five hours, with several stops, made by General Manager Chamberlin, of this G.T.P., who arrived in this city at nine o'clock last evening in his private car "Transcontinental." It is said that the road bed is in a most perfect condition and that any speed within the limits of a railway engine may be safely attained at almost any point along the 800 miles of the new transcontinental line.

When, then, is the cause of delay in inaugurating a through passenger service?

Two Causes Given.

Mr. Chamberlin was asked this question this morning by a Bulletin representative. He said there are two barriers, the Railway Commission and the fences. Although the track was entirely satisfactory to the Railway Commission, permission to run a through train to Edmonton from Winnipeg would not be given until the fencing was completed. The fences had been stretched along the line practically as far as Wainwright and to that point permission was accordingly given to operate a through service. Mr. Chamberlin said that the fencing operation had been rushing every available man in service, but found it impossible to complete the stretch from Wainwright to Edmonton.

Mixed Train Service.

"When will the through service be opened?" Mr. Chamberlin was asked. "It will be impossible to have a through service before next spring," was the reply. By that time the fencing will be completed and the order of the Railway Commission will be withdrawn.

"How about a mixed train service?" "We expect that by the 15th of November permission will be given to run a tri-weekly mixed train for the benefit of the settlers. The line who are badly in need of passenger service." "This service will be discontinued about the 1st of December, winter until through service in the spring can be given."

Good Relations With C.N.R.

Asked as to the relations existing between the G.T.P. and the C.N.R. and that there would be no friction regarding the handling of the passenger and industrial service in the C.N.R. yards. He said that the most northerly of the two G.T.P. lines into the city would be used for industrial service and the south line would be used for the passenger trains. Regarding the crossing on First street, he said that for the present both companies would be able to cross on the C.N.R. tracks across First street, but that the G.T.P. had permission to place two tracks across First street whenever they chose.

Present Station Will Serve.

"The present C.N.R. depot will likely serve the needs of both railway lines for five years as far as the passenger service is concerned," said Mr. Chamberlin, and probably by that time a large union depot may be built, when we have fewer demands for the expenditure of money. A union station, however, would probably have to be built elsewhere than on the present site of the C.N.R. on account of the proximity to a subway may be taken up by that time and remove the difficulty.

As to the closing of the street to the north so as to give the G.T.P. a continuous mile of railway yards, Mr. Chamberlin said that the city had not closed the street as yet and that he did not know what the city intended to do about it. He said it was important that the street be closed as soon as possible.

Mr. Chamberlin took a look over the G.T.P. shops this morning in company with W. E. Mann, the engineer, and will go this afternoon to the steel head at the Pembina River to see what progress has been made on the bridge and along the line westward from Edmonton.

Packers to Establish Fleet of Steamers.

Vancouver, Oct. 29.—The B. C. Packers' Association, which operates a majority of the Fraser River steamers, sent one of their steamer captains to England today to purchase a steamer for the salubrious trade in British Columbia. Development of the B. C. packers' association has bought its supplies of fuel from Canadian vessels engaged in the fish business. These have all been absorbed by the New England Fish Company, an American concern. To actively compete with the latter, the salmon canners' association has decided to buy a fleet of steamers in England and bring them to this coast.

"GO TO," SAYS SIR JAMES.

Outspoken Answer of Ontario's Premier to Temperance People.

Hamilton, Oct. 29.—At the morning session of the Baptist convention in discussing the report of the moral and social reform committee, Henry Moyle complained bitterly of the lack of support for church work. All the churches except his own had ignored the plea for funds to fight anti-licensing campaigns. The Baptists were swayed by politics.

A. T. Knetchel, of Berlin, recalled that when the temperance deputations went to Toronto to ask for more than they got they were politely told by Sir James Whitney to go to the devil.

D. E. Thompson, K.C., urged dropping politics. Their blind partisanship was their undoing. The time was not ripe for such action. Plebiscites recently taken showed 21 for organic union, where for union of some kind, eight favored the principle.

Charged With Fraud.

Hamilton, Oct. 29.—S. J. Vale, a Regina was arrested here today on a charge of trying to secure \$6,000 from the Bank of Commerce by fraud. Vale sent a letter to the bank purporting to come from Manager of the bank in Regina, stating that Vale had \$6,000 in the Bank of England coming to him. The police allege this letter is a fraud and have communicated with Regina.

\$80,000 TO COMPLETE CALGARY'S CITY HALL

Petition Being Circulated for Reimbursement of City Pile—Chas. McLeod Takes Two Years in Edmonton Penitentiary Instead of Six Months in Calgary.

Calgary, Alta., Oct. 29.—A petition will shortly be circulated amongst the business men and other ratepayers of the city requesting the council and the commissioners to again submit a by-law to borrow sufficient funds for the completion of the City Hall. If sufficient sign the petition the by-law will be submitted to the ratepayers on the date of the annual municipal elections. One hundred and fifty thousand dollars has been expended on the building and \$80,000 to complete the building and furnish it.

Preferred Penitentiary.

"Two years in the Edmonton penitentiary rather than six months in the Calgary barracks," was the plea of Charles McLeod, this morning after having been given the latter sentence by Justice Stuart. McLeod, of the Calgary, was the most northerly of the two G.T.P. lines into the city would be used for industrial service and the south line would be used for the passenger trains. Regarding the crossing on First street, he said that for the present both companies would be able to cross on the C.N.R. tracks across First street, but that the G.T.P. had permission to place two tracks across First street whenever they chose.

Not Guilty of Murder.

Corwall, October 29.—The jury in the trial of Isaac Garborough, charged with the murder of young Ross Beckett in May last, returned a verdict of not guilty after fifteen minutes' deliberation. The witness showed the old Garborough couple had been tormented by boys and men for some time until he borrowed a shot gun. On a night of May 18th the house was stoned and Garborough fired at random. The boy's body was found next morning.

Aged Prince Albert Man Dead.

Prince Albert, Sask., Oct. 30.—William Spencer, aged 90 years, died yesterday. He was a native of the district and for 60 years was in the employ of the Hudson's Bay Company. He was at one time an officer of the company. He was born at Moose Factory, James Bay.

New Line Will Open Rich Area.

Vancouver, Oct. 29.—From Seattle and Vancouver holders of the charter McKenney and Mann, proprietors of the Canadian Northern railway, have purchased Portland Canal short line railway. T. F. Hopkins, a Seattle engineer, and one of the incorporators, said today that the new owners would build 20 miles of the line this year and more later. It will develop a mining country which borders on the Alaska boundary in the north.

Naval Officer Adopts Measures.

Athens, Oct. 29.—Because he deems it impossible to be made navy minister and threatened to destroy Greece, the fleet with torpedoes if refused, Lieutenant Tysdale, chief of the government torpedo station was today surrendered to the government by the leaders of the agitation for the reform of the navy. Tysdale wishes to become dictator and threatens to lead a revolution if not allowed to recognize the navy list.

Italian Laborer Attacked Foreman.

Grand Falls, N.B., October 30.—Yesterday during a dispute at a G.T.P. camp, five miles distant, Louis Mousi, an Italian, struck foreman John McCormack a heavy blow with a crowbar, which McCormack is in a critical condition. The Italian escaped.

Wales Mines Suffered.

Cardiff, Wales, October 30.—Fire in Penrhyn mine today suffocated one miner. Thirty others were rescued with difficulty.

Lethbridge Takes First Prize.

Billings, Mont., Oct. 30.—Lethbridge took first prize in winter wheat in the sheaf with Alberta Red at the Dry Farming Congress being held here.

IS SENTENCED TO 28 YEARS IN PRISON

James Robinson, Suburban Fiend, Acquitted of Murder, Charge But Sentenced on Others.

Suburb, Ont., October 30.—James Robinson was this afternoon acquitted by a jury of a charge of murder, but, in the meantime, having pleaded guilty to the other charges, was sentenced by Justice Magee to 28 years in prison, viz., fourteen years for incest against his daughter Ellen and fourteen years for incest against a second daughter, Jessie, with 28 years for rape against another daughter, Maggie. The sentences to run concurrently.

Robinson is fifty years old. He listened to the sentence with bowed head and sat down apparently dazed with his head in his hands.

In sentencing him, Justice Magee said: "You appear before me confessing guilt of the most horrible crimes conceivable in a civilized country and have shown no remorse or regret. I hope your crimes will never be paralleled in Canada."

The jury was out two hours on the murder charge. It first divided 9 to 3 for acquittal.

MAN HUNT FOR MURDERER.

He Shot and Killed His Pretty Young Wife.

South Braintree, Mass., Oct. 29.—A man hunt stretching from here down the cape to Plymouth, began today for the capture of James E. Miller, who shot and instantly killed his pretty young wife, Ruth, while she held by the hand their 5-year-old son, Delma, her last evening.

Miller and his wife were married here and she was going to school and was in short dresses.

Train Crew Injured in Explosion.

River Beaudette, Oct. 29.—The boiler of a Grand Trunk freight train exploded 15 miles west of Coteau Junction this morning and three men were injured, one probably fatally. The injured are: James Bradley, Montreal brakeman, severe internal injuries; Frank Miller, Montreal fireman, fractured skull; and Arthur Bonville, Montreal fireman, fractured skull. The train was going at a moderate rate of speed when the boiler exploded, without warning. Bradley was hurled out of the cab of the engine and thrown 50 feet into a field. The other two were badly scalded by the escaping steam.

Steel Trust Aims Blow at Organized Labor.

Pittsburg, Oct. 29.—The steel trust today struck a final blow against organized labor in its tin plate mills. The American Sheet and Tin Plate company, part of the corporation, began the shifting of machinery from certain plants to others, thereby putting into action the threat of some 1,200 to wipe out the last trace of unionism in its mills scattered throughout the country.

The great tin mills at Bridgeport, Ohio, and at Martins Ferry, Ohio, are being boarded up and their 5,000 employees left without work while the expensive machinery is being shifted into Pennsylvania and installed in plants long since abandoned and formerly marked for the scrap heap.

Two Ohio plants have admittedly been the strong-hold in unionism of the strike, which has been in progress in the American Sheet and Tin Wire company plants since June 30. Local officials at the abandoned plants are quoted as saying that the mills will not be reopened inside of a few years. The whole matter means, the taking of about \$7,500,000 annually in wages from the upper Ohio valley and distributing it among the mills of the Pittsburgh district.

Rioters Attack Station in Korea.

Seoul, Korea, Oct. 30.—The station here of the Seoul Fusan railroad was attacked by 800 rioters at midnight last night and partially burned. The rioters were dispersed, but gathered again today and are said to be moving northward. No casualties have been reported. The garrison has been ordered out to quell the disturbers.

Street Car Ran Wild.

Denver, October 29.—Mrs. Jessie Broderick was instantly killed; Margaret Warford and Arthur Packard fatally injured, and a dozen others hurt when the Park Hill trolley car ran wild and left the track, crashing into telephone poles.

Announcement

Commencing January 1st, 1910, all subscriptions to the SEMI-WEEKLY BULLETIN must be paid strictly in advance.

Subscribers will be notified at least thirty days before their subscription expires, and unless the same is paid promptly THE BULLETIN will be discontinued one week after subscription is due.

CARRIER SERVICE TO BE MUCH IMPROVED

Three Deliveries a Day For the Business Sections and Extension to the Outlying Sections of the City Will Be Given in a Short Time.

That the business sections of the city be given three postal deliveries a day and that the carrier service be extended to the Great Sub-division and other outlying parts of the city is the recommendation that will be made to the Post Office Department by Chief Inspector George Rose, of Ottawa, who is in the city today. Mr. Rose was last in Edmonton when he instituted the carrier service. He had been greatly impressed with the development since that time and he at once saw that the growth demanded a more serious matter is the suffering to which the animals are subjected. A fair illustration was offered here today. A train load of 37 cattle from Yorkton and its immediate points reached the terminus at five o'clock yesterday morning and remained in the cars until five o'clock in the evening, without food or water, because there was no place to unload them. Another trainload transferred from the C.N.R. was in a like condition after its arrival. These conditions are of frequent occurrence in the business sections of the city.

Crowded into Hog Pens.

"The cattle are also crowded into the hog pens, often among ewes and sheep, and are not possible to either feed or water the stock. Often the chutes are crowded, and frequently after the cars have been on the pens for forty-eight hours, the cattle are unloaded only to be packed in the chutes, where they stay, sometimes for another ten hours without food or water. This is an idea of the every day condition the cattle men have to contend with."

A Toronto buyer, who was in the yards last evening, said to the reporter:

There is even a more sickening picture of the situation. For instance, Thursday at noon a bullock with a broken leg was pushed on three legs from a car to the chutes. The bullock protruded through the skin, which was literally peeled to the knee of the animal. In this condition it lay until Thursday, all Thursday night and until Friday noon, trampled upon by the other buyers, suffering and slowly dying, when H. A. Mullins came across it and ordered a yard man to put it out of misery, remarking that under such circumstances he would take the responsibility for a claim, if one should arise."

THIS ROBBER WAS ROBBED

John Dombroski Tells How He Was Relieved of Ill-Gotten Gains.

Pittsburg, Pa., Oct. 29.—John Dombroski of St. Paul, Minn., who has confessed to being one of the three men who held up cashier John Greer, of the Rainy River branch of the Bank of Nova Scotia, on July 2 last, passed through here tonight in custody of Inspector William Greer, of the Ontario provincial police, who is taking the hold-up man back to Fort Frances, and for the first time told how his companion had robbed him of his ill-gotten gains.

According to Dombroski, after the robbery the men separated and later met in a hotel just outside of Rainy River. There they were to have a meal of \$2.00 each, but Dombroski, instead of Dombroski, declares his companions at the point of a gun forced him to give them his share. They then fled.

Later Dombroski heard that his partners had come to the soft coal region of Pennsylvania and it was for the purpose of killing them that he came to this country where he was captured about six weeks ago while attempting a ride on a passenger train.

When arrested by Railway Detectives Grady and Richards, Dombroski not only carried a gun but had nitroglycerine and dynamite caps in his possession. He gave the detectives a terrific battle and tonight in the jail confessed to make a bid for his life in the spring of an alarm clock. Dombroski declares that he has information that his hold-up companions are in Brazil, South America.

Steam Turbine Engine a Success.

London, Oct. 30.—The North British Locomotive company has just completed and tested the first steam turbine locomotive. The new engine is pronounced a success.

TREATMENT OF STOCK INHUMANE

Shocking Conditions Obtain at C.P.R. Stock Yards at Winnipeg Due to Overcrowding.

Winnipeg, October 30.—A shout of protest loud enough to be heard at the Canadian Pacific general offices, the City Hall and the Humane Society headquarters arose at the C.P.R. stock yards yesterday against conditions at the corrals. The chief grievance of the stock men is lack of room, inadequate yards. Complaints of fumes arising from this defect, which had been long and patiently nursed by the cattle men in anticipation of improved conditions, crystallized in a unanimous protest yesterday, following severe losses from shrinkage through lack of shrinkage. This shrinkage was directly due to stock being left in the cars for many hours after their arrival without food or water, on account of there being no room in the yards for them.

Heavy Losses.

J. P. Prouse, of Yorkton, reached the city yesterday morning with seven cars of cattle. He figures his loss from shrinkage through lack of yard room at \$200 on the shipment. A. D. Brown, a local shipper, declares that he has a heavy loss on this account this season and yesterday suffered several hundred dollars loss. Mr. Brown said to a press representative:

"The loss to shippers is not the only cause for complaint at the yards. It is a heavy loss on the part of the suffering to which the animals are subjected. A fair illustration was offered here today. A train load of 37 cattle from Yorkton and its immediate points reached the terminus at five o'clock yesterday morning and remained in the cars until five o'clock in the evening, without food or water, because there was no place to unload them. Another trainload transferred from the C.N.R. was in a like condition after its arrival. These conditions are of frequent occurrence in the business sections of the city."

Occupying New Post Office.

The new post office building in Hamilton is in excellent condition under the management of Postmaster W. J. McLeod. Mr. Ross was asked, "That I cannot say definitely, but I hope it will be before the end of the year."

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SUGAR TRUST ON WAR PATH.

Collector Loeb, New York, Has Gained Enemy of Strong Financial Men.

Washington, Oct. 29.—The sugar trust wants Wm. Loeb, Jr., removed as collector of the port of New York. Information has reached the treasury department that complaints of administration of the New York customs service are to be sent to President Taft and Secretary MacVear, as soon as these officials are in Washington.

Secretary MacVear will take personal charge of the situation. The complaints, it is said, are to be backed up by powerful political influences in New York. Obviously they are to be based on the action of Mr. Loeb in keeping in office confessed grafters and the reports of indignities offered American citizens upon their return from European tours.

Mr. Loeb observed the line up against him and recognized the power of the combination. Still he is determined to proceed in the quest of big game he knows to be in the graft jungle. And it is expected President Taft will take part in the house cleaning.

Alfred Musica, a member of the cheese importing company was sentenced to one year in the penitentiary and the fine of \$1,000, having pleaded guilty to a charge of conspiring with the customs officials in the weighing of cheese.

GOVERNMENT WILL NOT GRANT SUBSIDY ASKED

Request for Annual Subsidy of 4 per cent for 50 Years on \$6,000,000 Investment in Drydocks Cannot be Granted, Government Considering it Too Much—Importance of Industry Recognized.

Ottawa, Oct. 29.—It is understood that the government after considering the proposals of the company of British and Canadian capitalists as presented on Tuesday last, respecting Federal aid for drydocks and shipbuilding yards at Lewis and St. John, has declined to grant the request for an annual subsidy of four per cent for fifty years on a total contemplated expenditure of about six millions, is too large an order to fill at present.

While fully recognizing the importance of the undertaking the government believes that so large a subsidy, paying as it would be the interest in the whole capital investment, is not warranted and that a smaller measure of Federal aid should be sufficient to enable the promoters of the enterprise to go ahead with the plans as outlined.

Other Company May Take It Up.

Failing the decision of the company of British and Canadian capitalists, building plants, unless the full measure of their request is complied with, it is hoped that some other company will undertake the establishment of a great shipbuilding industry.

This is the scheme which is believed to have been submitted to the Laurier government by representatives of Herland & Wolff, the big Belfast shipbuilders. Sir Robert Perks, one of the Empire's greatest contractors and the Canadian Pacific railway company.

Three Per Cent for Twenty Years.

The proposal that the government should pay annually for twenty years a sum equivalent to 3 per cent of the cost of the dry docks but not exceeding \$45,000 per annum. In support of this scheme influential delegates from Lewis, Que., and St. John, N.B., at which parts it was proposed to build the dry docks and shipyards, waited on the cabinet last Tuesday and were assured that their proposals would receive careful consideration.

Explosion Probably Fatal.

Toronto, October 29.—There are no new developments regarding Parker's dye works explosion on Young street. George Harris, foreman of the French cleaning department, in which the explosion occurred, is hovering between life and death in St. Michael's Hospital. He is badly burned about the head and shoulders. Other eight men are doing nicely and will recover. The loss, about \$20,000. The side of the building was blown out.

100 Years of Steam on St. Lawrence.

Montreal, Que., Oct. 29.—The centenary of steam on the St. Lawrence will be recognized tomorrow by flag flying and decorations, the approaching close of the shipping season preventing a holiday. The S. E. Accommodation was put in commission between Montreal and Quebec on October 30, 1809, the channel, now dredged to thirty feet, then having a minimum depth of ten feet.

Conservatives Oppose Navy.

Kingston, Oct. 29.—The Daily Standard (Conservative) editorially says that "Ninety out of every hundred Conservatives in the city are unalterably opposed to the policy of a Canadian built navy and that in the Conservative county of Frontenac also the proportion of Conservatives are opposed to a Canadian navy is fully as great."

Former Ambassador Dead.

London, October 29.—Sir Edmund Lushington, one of the foremost British diplomats died today. He was recently ambassador in France and did much to bring about the entente cordiale.

REVOLT IN THE NAVY IN GREECE

Lieut. Tiebaldos and 300 Men Seized Arsenal on Salamis—Battle of 20 Minutes.

Athens, Greece, October 29.—An actual revolt in the navy has taken place and the situation is acute. The band of naval officers, which on Wednesday quit the capital and withdrew to the island of Salamis, today seized the arsenal there and the force is now entrenched. The rebels met no opposition. They are led by Lieut. Tiebaldos, and are reported to number 300 men. The government has proclaimed Tiebaldos a traitor and ordered his arrest.

Many of the junior naval officers in Athens disapprove the revolt. Great excitement prevails in this city and the ministry of marine is guarded by troops. Lieut. Tiebaldos, who heads the revolt, is the commander of a flotilla of torpedo boats and submarines. It is reported that he demands that he be appointed minister of marine and threatens, if this is not conceded, he will overthrow the government and establish a dictatorship.

Battle Lasted Twenty Minutes.

Following the seizure of the arsenal on the island of Salamis today by Lieut. Tiebaldos and three hundred of his followers from the navy a battle that lasted twenty minutes took place this afternoon. The government field batteries on the mainland opened fire on Tiebaldos and his band and the rebels courageously returned fire. The result of the cannonading was a rattle of musketry created intense excitement in the capital. After the firing had ceased the government opened negotiations with the rebels, but whether they will surrender is not known.

Molsted White Flag.

During the brief fight one of the torpedo boats of the rebels was hit by a shell from a government gun but was not put out of action. Tonight it is reported that Lieutenant Tiebaldos and his supporters have fled to sea in the direction of Crete and that the arsenal is again in the hands of the government troops. It is feared that the rebels will attempt to capture Crete. At eleven o'clock tonight the Premier stated that the rebellious marines, who earlier in the day had forcibly taken possession of the arsenal and submarine defenses on Salamis Island, had hoisted the white flag. No serious damage was done by the firing in the battle of this afternoon.

Two Men Wounded.

The casualties of the loyal fleet in today's engagement were two men wounded. The losses of the mutineers are not known, but of their three destroyers one was disabled and another torpedo boat was in the direction of Eleusis and disappeared in the darkness. The third succeeded in reaching the Poros naval station, but it met a hostile reception and was compelled to put to sea again. The loyal fleet is cruising in the Straits of the Peloponnese to prevent any attempt at landing or any attack on the town and also with the object of closing the Strait of Tenedos.

Tiebaldos An Active Officer.

Lieut. Tiebaldos, appearing to have been actuated by his disapproval of the tactics of the military league and the junior naval officers in consenting to the mutiny, is a conspicuous figure in the mutiny. He is a lieutenant and was appointed commander of the rebel camp.

At a meeting of the military league yesterday, Tiebaldos said: "I led the last revolt and without me it would have been a failure. Now you abandon me, but I will carry out a second revolt single-handed."

The military league's proclamation disowning Lieut. Tiebaldos, who was in command of a flotilla of torpedo boats and submarines, and commanded the portfolio of minister of marine, ascribes his pretensions to madness and the influence of outsiders, and threatens to have him tried by court martial for treason. The league held a meeting late tonight to discuss what its attitude should be toward the naval officers who took part in today's fight. It is believed that the league is inclined to show them indulgence.

Meanwhile the position of the mutinous torpedo boats resembles that of the Russian battleship Kniaz Potemkin, which mutinied in 1905 and fired on Odessa, and then romped the Black Sea for several weeks, and the government is apprehensive as to where it next will hear from them. The revolt had its origin when the government, in response to the demands of the naval officers, suspension of promotion for five years and other concessions, certain high naval posts, consented to introduce a navy purification bill, but it insisted that the bill must be absolutely impersonal and declared that it would flatly reject any proposals at individual officers. The military league accepted the solution of the problem, but Lieutenant Tiebaldos spurned it as inadequate.

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