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GREAT COUNTRY AROUND TOFIELD

John Rae Returns From There. Farmers are Busy. Need of Hotel Accommodation

John Rae, provincial license inspector for the district between Edmonton and Lloydminster, has returned from a trip of inspection of the 23 hotels in the district under his jurisdiction in the towns along the C.N.R. Mr. Rae drove from Chipman to Tofield, a distance of 29 miles. There is no hotel in Tofield, but the department has received an application for a license for a hotel which is to be established there. Mr. Rae's official business in Tofield was to ascertain if hotel accommodation were required. The night he spent in the village he slept in a room over a restaurant, with five other travellers. He will report in favor of granting the license.

Tofield, a Fine Town. "It was my first trip up the country between Chipman and Tofield," said Mr. Rae to a Bulletin representative, "and I may tell you that it is a fine country. At present the farmers are working early and late seeding, and from what I could learn along the road they do not anticipate that their crops will be materially curtailed as a result of the late seeding."

"Tofield is at present in an unsettled condition. The residents of the village are removing from the original town site to a new town site half a mile south. When the G.T.P., which will run through the village, is built, the villagers will likely agasp put up stakes, for the G.T.P. town site is half a mile south of the new town site, and the village is beautifully situated within easy access of

Beaver lake, a body of water fifteen miles long by eight miles wide.

Galicians Industrious.

Mr. Rae also visited Wostok and Andrew, two villages north of the C.N.R. from Lamont. Wostok is in the centre of a Galician settlement. He says the industry of these people is surprising. They have built for themselves thatched houses, which are kept scrupulously clean despite the large families occupying them. Their industry, too, is noteworthy. There are no drowses among them. Their farms are the equal of the best along the line of the C.N.R."

The Big Kick.

"Is there any dissatisfaction in reference to the service on the C.N.R.?" Mr. Rae was asked.

"The great complaint is the lack of stations and station agents. There are no stations at Lamont, Ranfurley and Lavo, and while there is a station building at Bruderheim, there is no agent. These stations, all of them important, are without stations or agents, and it makes it impossible for travellers to tell when the trains will arrive. The only way in which a traveller can be sure of catching his train is to be at the regular stopping place at the time the train is due to arrive, and this may mean a wait of some hours."

"What is the feeling in Lloydminster in reference to the town being placed all in either Alberta or Saskatchewan?"

"The feeling is that it should certainly be in either one or the other province, and not half in Alberta and half in Saskatchewan, as at present. From what I could gather the majority of the townspeople favor Alberta."

It has been hinted that Bredenbury is to be a divisional point. A turntable has arrived and is side-tracked at this point apparently awaiting developments.

200,000 INCANDESCENT LIGHTS IN USE IN THE CITY

Edmonton's Lighting Plant, Municipally Owned, one of the Most Modern on the Continent. Rates the Lowest in the West, and Plant is Making Money.

There is perhaps no public utility in Canada that has excited more discussion in the various municipalities of the eastern as well as the western provinces of the Dominion than the street and house lighting question as it has been presented to every growing village and town.

There are those who maintain that private ownership of electric lighting plants is conducive of better results than municipal control but their number is few in the west and perhaps less in the city of Edmonton than in any other of the progressive municipalities of the prairie.

Plant a Success in Edmonton.

For Edmonton has been particularly successful in its municipal lighting plant. Good administration and careful management has brought the city plant to a high state of efficiency for present requirements.

As a proof of the success that has attended civic control, Edmonton today has a large number of patrons of electric power in the form of incandescent lights than any other city in the Dominion. For this statement, which is a creditable one alike to the progressiveness of the people and to the department in charge of that portion of the city's affairs, there is less an authority that the Canadian Electric Review of a recent date.

200,000 INCANDESCENTS IN USE.

At the present time there are upwards of two hundred thousand incandescent lamps in use in the capital city and the number is ever on the increase. Almost daily new applications are coming in at the city office and the men of the department have their hands full in making house office and store connections.

The rates to consumers of electric power are much lower than exist in most western cities. The cheap prices which prevail in Edmonton have interested other cities of the west and City Electrician Ormsby is in receipt of frequent communications asking for particulars of the Edmonton plant. These are frequently accompanied by complimentary remarks of the local plant, and the lower prices for elec-

tric power that prevail in the city.

The Demand for Electric Power.

The demand for electric power for dynamo use in the city is increasing rapidly. In December last the motors installed in Edmonton represented about 110 horse power while at the present time there is about 225 in use. Additional ones are being installed each week. Among the large concerns that will shortly use electricity in their plant is the inclined railway to be constructed this summer at the hill on First street.

Street Lighting.

The street lighting system is a modern one and is pronounced to be one of the most up to date in the Dominion. The system now in use is the constant series arc, manufactured by the Westinghouse Co. There are at present seventy-six street arc lights in use while outlying but rapidly growing sections of the city will shortly demand a much more extensive service.

City Growing Too Fast.

But Edmonton is growing rapidly and all the resources of the municipal authorities will be required to keep pace with the ever-increasing demand. Last winter the plant was taxed to its utmost capacity and what the consequences will be next winter unless something is shortly done can only be anticipated. An order has been placed with the Allis, Chalmers Bullock Co. of Milwaukee, for the new plant but there is strong doubt of its being installed when called for in the contract.

In the meantime the city Commissioners are deliberating on the question as to whether they will temporarily place the proposed gas producer plant at the present power house or erect it on the proposed site at the Gibbons property recently purchased by the city. In connection with their consideration of this question boring operations are now being carried on at the city property up the river and the result of these experiments will have considerable effect on the subsequent decision at which the Commissioners may arrive.

D. S. M.

PROVIDE MINES WITH CARS AND THERE WILL BE NO COAL FAMINE

The Provision of Transportation Facilities the Key to the Situation. Mark Drumm, Frank Editor, Discusses Coal Question Lucidly and Interestingly. Declares Labor Difficulties Are Settled For Years to Come

The miners will be pleased and the operators will be satisfied with the coal commission appointed by the Provincial Government to investigate the labor conditions in the mines. This statement was made to a Bulletin representative this morning by Mark Drumm, editor of the Frank Paper, an enterprising weekly published in the town made famous by the great landslide five years ago. The reason for this satisfaction on the part of the miners and operators is found in the fact that Reason is a strong man among the miners and Stockett equally prominent among the operators. These two, with Hon. A. L. Sifton, chief justice of the supreme court of Alberta, form the commission.

Editor Drumm knows the coal situation perhaps better than any layman in the province. In his statement to the Bulletin he refuted the prediction made by President Sherman to the effect that a coal famine was inevitable. He also expressed the opinion that there would be no further difficulties between the miners and operators, within the next ten years. And he gave his reasons for saying so.

"Will the coal supply for the west be affected by the recent close down of the mines?" he was asked.

Depends on Railways.

"In my judgment there need be no shortage of coal in any part of the west, either the coming winter or at any other time, if the railways provide the mines of the district, known as The Pass, with all the cars they can load. There is no question that these mines have a capacity great enough to meet any demand the country can make upon them. The situation as to whether or not there is to be a coal shortage depends wholly upon the ability and inclination of the railways to supply transportation facilities. Assuming that the railways are inclined to supply the cars it then depends upon their ability to do so. I think there is some question about the ability of the railways to afford a full supply all the time, particularly during the movement of the wheat. But there is no good reason why they should not afford a full supply very nearly all the time. If they do this there will be very little difficulty with regard to coal supply, provided the coal dealers and the people themselves take care of their side of the matter. If they do not order their supplies sufficiently far in ad-

vance to make the railways to secure their own fuel supply and at the same time haul the commercial coal necessary to fill demands, then there cannot fail to be a shortage of coal.

Mines Have the Men.

"As regards the complement of men at the mines, that will not affect the situation if the other phases of the case are properly worked out. The mines now have more than three-quarters of all the men required, and within another month will have a full staff. It is true that a very large number of men left the district during the recent labor dispute, but they are returning very rapidly and new men are also coming in. It will not be the fault of the coal companies or due to a shortage of men if there is another coal famine.

Pass Coal, Good Coal.

"Vice-president Whyte, of the C.P.R. all during the coal shortage last winter made a very strong point of the claim that The Pass coal was not suitable for domestic purposes. On the strength of that claim justified the course of the C.P.R. in hauling coal from Fort William to relieve the distress in the West, while thousands of tons of The Pass coal stood on side tracks waiting to be moved.

Mr. Whyte's claim cannot be substantiated. To illustrate, the Crow's Nest Pass Coal Co., some two years ago, conducted a series of tests to determine the relative qualities of Crow's Nest Pass coal as compared with Pennsylvania bituminous or cooking coal. In numerous of these tests, the result was favorable to the Crow's Nest Pass coal in two very notable instances. The value of the Nest coal seems to have been very definitely proven. These were tests against C.N.R. coal against Pocahontas coal, always supposed to be the very best bituminous coal produced on the American continent. In these tests the Canadian Northern coal had very much the better of the argument and any one who doubts these statements may satisfy himself as to their accuracy or inaccuracy by communicating with General Manager, G. G. S. Lindsey of the Canadian Northern Pass Coal Co. I apprehend Mr. Lindsey will have no hesitancy in supplying the data.

Truth Will Help Situation.

"I think if the truth in regard to this subject becomes very generally known among the coal consumers of Alberta and Saskatchewan, thus re-

moving any prejudice they may have acquired against Canadian Northern coal, it will have a marked effect on the fuel situation in those provinces. One difficulty has arisen from lack of knowledge of the proper method of firing the coal. The coal from the Pass mines is not screened and there is a large percentage of slack in it. The ordinary layman looking at it in the bulk would say "that is dust," and perhaps refuse to accept it. I have heard, and think it is no doubt true, there were many such cases last winter. But any person who will spend thirty millions trying to learn to fire the coal will not thereafter ask for a better fuel. Being a cooking coal, and the slack not removed the coal cakes or cokes very quickly after being placed in the store. If you take a poker and break it up after it has formed into a cake you will find you will have a most satisfactory fire. It is merely a matter of giving coal a little attention.

Should Be No Famine.

"You do not then endorse President Sherman's statement to the effect that a coal famine next year is inevitable?"

"I can neither endorse President Sherman's prediction nor discount it altogether. I can say that I believe there is no ground for such a prediction when based upon Mr. Sherman's reason for it, which, if I understand him correctly, is that there will be a shortage of men. In fact, I think Mr. Sherman has no doubt altered his ideas himself in that respect by this time. There may be a coal famine but it will not be from this cause, and as I have indicated, it will be from no other cause than lack of transportation facilities, or the short sightedness of the dealers and consumers in failing to place the orders early.

Peace, a Lasting One.

"What is the prospect of the continuance of peace between the miners and the operators?"

"The indications at this time are that all labor difficulties are definitely settled for many years. The agreement is for 2 years. The men have returned to work with a better feeling than has prevailed for a long time. I think they are genuinely satisfied and that with the possible exception of difficulty at Lethbridge, there will be no further trouble in the coal mining industry."

(Continued on Page Six.)

A Case in Point.

About two months ago the big sheep herds of Hugh Dickey, who lives in the Owl Creek country, wandered across the dead line. That night the camp was attacked by masked and armed men. The shepherds were bound and gagged. The camp was burned and the horses killed. Eight thousand sheep were driven into a ravine and the work of extermination was begun. Armed with clubs and knives the raiders went among them and killed 4,000. The remainder escaped in scattered flocks to the foothills, where it took six weeks to gather them. Meanwhile the flocks were weekly decimated by the marauding wolves. The loss is put at \$15,000. The members of the attacking party were unknown, yet Dickey knows they came from the cattle men. He will get revenge.

Other Examples.

Before the Dickey raid the sheep camp of J. A. Wainner, near Armada, Wyoming, was attacked and 2,000 sheep killed as well as burning the entire outfit.

In October, 1906, the sheep outfit of James Henderson, near Sheridan, was burned. By the side of the iron portions of the wagon the charred bodies of two of the herders. Within a radius of a mile 5,000 dead sheep were strewn, shot or clubbed to death. The cattle men did it, the sheep men said.

How the Forsy is Made.

Usually the raid is made on some outfit farin from the home ranch, where but one to three herders are employed. But at times these raids have been made on the home ranches, and sometimes the ranch house, the feeding pens, hay and fodder being given to the flames. If the rancher protests, as he often does, he is often gagged or led away and left riderless on the plains or in the foothills, or as in some instances is killed.

(Continued on Page Six.)

REGINA SCHOOLS CLOSED DOWN

Precautionary Action Against the Spread of Smallpox in the City.

Regina, Sask., May 17.—Owing to what is generally looked upon as almost criminal negligence of a person suffering from a mild attack of smallpox letting his children attend two of the public schools without taking the trouble to first ascertain the character of his illness, it has been decided by the city authorities acting upon the advice of the medical police officer to shut down two of the schools in question for a fortnight. So far as can be gathered the disease was first brought into the city from Moose Jaw where there have been one or two cases of a light character.

An Interesting Patent.

Minot, N.D., May 17.—F. J. Lyman has secured a patent on an interesting invention which he believes will save the railroads of the Northwest over \$5,000,000 annually. The patent is a spark grinder and will be used on the smokestack of a locomotive engine where it will grind the sparks into fragments, and send them out of the engine in the form of fine cinders rather than living coals of fire. The sparks are ground by two cylinders which have teeth something like in a threshing machine. The cylinders will be operated either by the force of the smoke in being forced out of the engine, or by a turbine engine. Mr. Lyman says that the cylinders, being operated on the principle of balance wheels, will create a draft and thereby serve a double purpose.

EAST RAISING MONUMENT FOR SOLDIERS OF WEST

Magnificent Statue to be Unveiled in Montreal, May 24 in Commemoration of the Valiant Part Played by Strathcona Horse in Boer War.

In commemoration of the Strathcona Horse and the gallant part they played in the South African war, a handsome statue will be unveiled at Montreal on May 24th.

The occasion of this tribute to the men whom the west gave to the war will be attended with a splendid display of Canadian Soldiers; it will be the feature of the day.

Design of Monument.

The idea expressed by the monument is simple but very effective. A Strathcona scout has just dismounted from his horse and is examining the trail of the Boers. While thus engaged a shell from a concealed battery bursts at his feet. The statue shows the horse rearing in fright, while the rider is checking it, and at the same time gazing intently off in the direction from which the shell has come. His calmness is in striking contrast to the fear shown by the horse. Every expression and line of the horse shows fear. No details are lacking. The eyes are wild, the nostrils distended, the lip drawn down, the ears thrown back, even the tail is drawn in in fear. The sculptor has cleverly depicted life and action in every muscle. A. Fremiet, the great French sculptor, said of it, "The horse is well understood and finely composed and modelled."

Paardeberg Commemorated.

The two panels for the monument are also works of art. They represent battle scenes at Paardeberg and Komati River, and are tributes to the infantry and artillery. The Paardeberg panel is in honor of the work done by the Canadians in forcing Cronje to surrender. It shows the characteristic mode of fighting in vogue among soldiers.

The Komati River panel is in honor of the saving of the guns by the Canadians, a feat which won the praise of General Pole-Carew.

The statue is of bronze, stands 16 feet high, and cost \$32,000. It is said to be the largest equestrian statue that was ever shipped across the ocean to this continent, and several transportation companies refused to handle it.

The work is an evidence of the growth of Canadian art as it is the work of George W. Hill. He has studied every detail and his work shows the touch of a master.

Sketch of Sculptor.

Mr. Hill was born in 1862, at Ship-ton, Que., the son of Mr. G. T. Hill, a marble dealer of Richmond. He learned his father's trade and became a skilled workman, but he saw more than columns and pillars in the marble blocks, on which he chiselled from day to day. The love of art and the promptings of ambition led him to leave his marble cutting and study in Paris at the famous Academie Julienne. He spent from 1889 until 1894 in Paris, and then returned to Montreal, where he opened a studio and began his life's work. Here his efforts were largely confined to architectural sculpture, although his talents lay in another direction.

In December, 1903, the Strathcona Monument Committee invited sculptors from all over the world to compete in an effort to secure a suitable memorial. Young Hill with over fifty other sculptors and artists from Germany, France, Belgium, England and the United States, took part, and when the clay models were submitted the committee unanimously awarded the verdict to him.

London's Civic Troubles.

London, May 17.—With a single exception all the members of the West Ham board of guardians and the workhouse and infirmary officials, whose trial began at the Central Criminal Court, April 24, on the charge of receiving bribes, were found guilty and sentenced to prison. In summing up, Justice Jelf characterized the practices disclosed in the evidence as being a curse to the country. He added that he was afraid it was a growing curse, and that the people were losing their hold on all that was best in the civic life of the country.

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