FIRST SHIPMENT OF BUFFALOES SAFELY IN ELK ISLAND PARK

Descendants of Monarchs of the Plains Landed in Their Temporary Home Yesterday.

Two hundred buffaloes, the largest shipment of these former monarchs of the prairies ever made, and the first consignment of the famous Pablo herd which has been purchased by the Canadian government, were safely landed in the Elk Island park Sunday afternoon at five o'clock.

As the last of the bisons scampered over the little waterway at the entrance of the park, Michael Pablo, who rode up to the gap pointed and said: "Is that the park?" Upon being told it was he gave a gentle wave of his hand, which seemed to signify, "They're your buffalo now, be as good to them as I have been." Here the old rancher parted with the herd that has been his pride for over a quarter of a century. At this point Mr. Pablo fulfilled his bargain. He bargained to deliver them in the Elk park and now it was done. After watching the herd make their way up the hill into the scrub, he and his cowboys took formal leave by saying, "So long, boys," and trotted off to the station.

The train bearing the immense herd left Rivalli on Wednesday evening and reached Lamont at half-past ten on Saturday morning. Being Saturday all the school children were on hand to see the buffalo train come in as well as dozens of citizens from Lamont, Fort Saskatchewan and Vegreville.

Everything was ready for the unloading of the animals. Mr. Frank Walker, M.P.P., who has had charge of al lthe arrangements for transferring the herd from the cars to the park, made ample preparations. A large corral, 8 feet high, of wire fencing and 200 feet wide, by 450 feet long was constructed in connection with the stock yards and chute. Two troughs were supplied and kept filled with water for the thirsty animals to drink. A load of hay was thrown along one side, which was greedily eaten once the buffalo recovered from the humilitiation or resentment of being pulled by a rope and prodded with pike pole out on to the Canadian prairie.

The train was accompanied by Howard Douglass, of the Banff National park, Michael Pablo, the owner of the herd, and his five assistants, Arthur Roy, Joe McDonald, Louis Ashley, Lousion Ashley and M. H. Prideaux. A. Ayotte, Canadian government agent at Strathcona. On Saturday morning the transfer was made from Mr. Pablo to Mr. Douglass, on behalf of the Canadian government. Here a new train took charge of the train to Edmonton, where another crew, Pringle, Irvine and Martin, with Driver Taylor, took the train to Lamont.

Conductor Pringle had charge of the train which took the buffalo to Banff in 1897.

Acting under instructions from Mr. Douglas, Mr. Frank Walker had a detachment of the R. N. W. M. P. on hand to keep the crowd back from the cars and prevent the small boys from teasing and infuriating the animals.

On Friday Major Strickland sent a party of 6 men from the Fort. They were camped on the grounds and kept the crowd at a convenient distance from the pens. Sergt. Sweetapple, the veterinary of the R. N. W. M. P., was on hand in case of accident to the buffaloes.

As soon as the train pulled into the station the cowboys who had brought their own saddles and bridles went over to the barn and saddled the ponies that had been provided for them. Michel Pablo tied his pony in the corral, the others tied them on the outside, two on each side. This done the unloading began. The crowd seemed to excite the buffaloes which caused them to kick and charge the sides of the car. Some of the cars were so badly broken that stout ropes were required to hold them intact until unloaded. It took two hours to unload the first car. It contained eight big bulls tied in and separated by stout gates. The first one ran out and down the chute into the corral as if he were free on the plains again. The second bull refused to do anything but kick and charge until his legs were cut and bleeding. He had to be roped. A big lariait was thrown over his horns and by the aid of twenty men he was pulled to the door of the car and down the chute. It was wonderful how skilfully the herdsmen could place the lariat over the bison's head and yank it off as he galloped down the chute.

The same treatment had to be measured out to all the bulls in this car and it looked as if the unloading would take a week. The last bull in this car was the real cantankerous article. He had travelled with Buffalo Bill's Wild West show in his youth and prime and was familiar with all the tricks of cowboys. He rushed up and down the car and chased circles like a dog trying to catch his tail, until he was dizzy and his big eyes bulging out and glaring like fire-grate. He was finally roped, trailed and prodded down into the pen.

The second car contained eight cows and their calves. Cows do not behave so unseemly as the bulls. Still they are bad. Many of them were roped and pulled out. The little calves enjoyed their release from the narrow stall and the gaze of the crowd. They scampered down the chute into the corral where they galloped around like as many young calves let out in the calf pasture for the first time. They are quicker and nimbler than the ordinary calf. In color they are a tawny yellow with black muzzle and black markings around the eyes and ears. One little calf that lost his mother was taken in charge by Mr. Alton, of Lamont, who will try and raise the orphan buffalo on cow's milk. It drinks cow's milk with evident relish though it is ready to charge the one who feeds it as soon as it finishes drinking from the pail.

It was remarkable how careful the Mexican cowboys were in handling the bisons; they took no risks. They know the pedigree and the treacherous and sullen nature of the buffalo. The heavy gates that partitioned the car were removed by ropes and hooked pike poles. The cars were the standard stock cars with man-holes along the roof. Considerable difficulty was encountered in getting a sufficient number of proper cars at the shipping point in Montana. The first lot of cars sent in contained only ten suitable cars out of fifty.

The third car that was shunted up to be unloaded, contained 20 yearlings. These were put in loose and as soon as the door was opened they filed out with little difficulty.

Six more cars were unloaded on Saturday afternoon. The same tactics were required with almost half of the animals that was required with the wild west show buffalo and the gang of volunteers on the rope seemed to enjoy the hilarity and the hard tugging on the rope, even in the pelting showers that fell from time to time and transformed the footing around the pens into a sticky mush.

The wire fence around the corral was severely tested several times during the day. The urst to take a try was a big cow. She loped down the chute at a furious rate through pens and made straight for the wire fence. She bounced back on her haunches to the great pleasure of the spectators and especially Frank Walker, who built the corral fence. Two more rebuffs of the wire fence convinced the bison lady that the jig was up.

By Saturday at 7.30 one hundred and twenty-five buffaloes were in the corral. The cowboys thought that there were too many in the corral to leave over night and feared that if a dog should find his way to the corral or a train pass in the night the herd would stampede and carry the fence off on their horns. Michel Pablo walked into the corral, looked the animals over, let down the bars into the lane that led to the park. The herd filtered out of the corral in two minutes and set off for the park at an ungainly lope. Pablo and one of his men followed them on horseback.

On Sunday morning the cowboys we

On Sunday morning the cowboys were up and at work by four o'clock and had five cars unloaded before the citizens of the little village were astir. Unloading was finished by twelve o'clock. Considrable difficulty was experienced in the last two cars. The presence of the crowd that gathered by ten o'clock excited the animals.

The last car contained seven of the Banff bulls, which have been exchanged for a car of the Pablo herd. They are more docile than Pablo bisons. The last bull, however, gave the most exciting episode of the day. One of the cowboys was standing in the door trying to rope the animal when he made a race at him and it was 'bingo" for the cowboy down the chute and up on the fence.

The Drive to the Park.

After dinner everything was ready for the drive. A large crowd of people in waggons, buggies and mounted men had gathered to see the drive. During the dinner hour one of the bulls had broken out, but stayed around the fence with the others.

Two mounted policemen went ahead, one on each side of the fence to see that the wiring was intact along the lane to the park. Mr. Pablo and his men, with the manager of the park, A. Simmons, followed the bufafloes down the lane. A fe wold bulls dragged behind and took their own time. Once an effort was made to hurry them up with the rest of the herd, when one sullen old fellow wheeled round and charged the horses. This is a game where discretion is the better part of valor. The horsemen turned and hit out at a King's plater clip for the corral again. The bison ran a few rods and stopped. No further attempts were made to force 'his buffaloship." About 3-4 of the way down the lane the drivers met the first half of the herd that had been taken down the evening before. They were easily turned and one of the finest sights of the day was obtained as the immense, shaggy-brown herd climbed the slope that leads to the first bench of the Beaver Hills plateau before entering the Elk park.

At the entrance of the park the leader took fright, which caused the leading bunch to surge against the wire and break out. Some ran into the park and some ran westward along the correction line outside the park. Here was something exciting for the cowboys, who were at a terrible disadvantage and danger in rounding them up again among the scrub. Eight big fellows galloped a mile west, landing in the lake. One swam across the narrof arm of the lake. For a while it looked like 23 for him. Nothing could be seen but his horns and nose above the water. As he plunged out upon the bank the cowboy whipped him back to the other side again.

The cowboys returned wit hthe runaway buffaloes just as the main herd reached the entrance of the park. Instead of taking the gate into the park they took the break in the fence and sallied out upon the road and into the timber. No one expected at that moment that they would be gathered in that evening. In a few minutes, however, he whole herd was rounded up and driven back into the lane and into the park. A little calf galloped off into the timber by himself. Here was where Michel Pablo showed his skill. He rode quietly into the timber, imitating perfectly the call of a bufaflo cow. Presently he returned with the calf lhasing after him.

When the old bull that chased the horsemen came to the bottom of the hill that leads into the park he refused to go any further. He picked out a nice dry knoll and lay down. He was left there to nurse his wrath or cool off. The cowboys said he was either tired or foxing and it was best to let him have a little of his own way. Sometimes a buffalo will play up that he is tired or sick until he gets his victim within reach, and then he charges with terrible fury. Their strength is very great. One bull that lay dead in the car was tossed like a bag of wool on the horns of his fellow when he was cut loose.

Mr. Pablo and men left the herd at the park gate. Mr. Walker and Mr. Simmons, with the mounted policemen and herdsmen continued to drive until the herd were placed in the open grass country on the south side of the park.

The rounding up, loading and shipping of this carload of buffaloes, represents a work of over six weeks. The shipment was made from Revalli, a sleepy little village on the Northern Pacific at the edge of the canyon of the Jacko river. The animals were watered three times on the way.

The operation never was and never will be duplicated in the world again. The Pablo herd in the Flathead reserve is the largest herd of buffalo in the world to-day. Since the herd has been rounded up this spring, it has been found that there are over 500 in it. After the round-up was finished, they were driven into a corral of forty acres, and those for the first shipment were cut out. They consisted of bull, stags and cows, with a number of husky young calves. The corral is twenty-five miles away from the railroad, and the animals were driven in bunches of fifty at a time across the open prairie. It took about eight hours to make the trip down the beautiful Mission valley to the station. They were comparatively tame and admirably handled by the Indian riders and cowboys.

At the loading pens the serious work began. It took four days to load sixty bulls. They were pulled in with block and tackle. A narrow gate led from the pens to the shoot. When the was opened the bison dashe dfor liberty to find his head in a lariat loop thrown by a cowboy perched above the shoot. This sounds very easy, but the boys say it is hard work. When the first day's loading was over, only sixteen were in the cars, and the boys thought they had struck a summer's job. To get an idea of the stubbornness, ferocity and endurance of the buffalo, they say you have to imagine the worst "ornery" steer you ever saw ,and multiply this by 10, 20 and sometimes 40, to get any correct idea at all.

Two animals were killed in the loading. Their carcases were given to the Indians who gathered to see the loading Two others died on the way.

History the Herd.

The Pablo herd began from a small number back in the 80's in the hands of Mr. Allard. He developed it by breeding and purchase until he had 100 head in 1893. In that year he purchased the Buffalo Jones herd from Kansas full bloods and half breed "cataloes" and brought them to the Flathead reservation. He soon abandoned cross breeding with cattle as the cross was neither buffalo nor cattle.

When Allard died his partner Michel Pablo began to sell the herd, a few at a time, and some of the best specimens in the zoological gardens of America are from this herd.

Probably about 150 have been sold in this way. Howard Eaton, the well known wolf hunter, acted as salesman in these cases.

The opening of the Flathead reservation has crowded the herd into narrow limits that made it impossible to keep it intact. Mr. Pablo was forced to dispose of them in some way. He offered them to the United States government but was unsuccessful. Nor could the interest of American Bison association be arused sufficiently to purchase the herd.

Mr. Pablo will retain a couple of bulls and a dozen cows, but the great herd has been sold to the Canadian government, and the most characteristic animal of the fauna of the North American continent is lost to the Republic.

The Flathead reservation is one of the most historic regions in all the western states. Many historic scenes have been enacted along its rivers, and in its valley. The country is an ideal stamping ground for the bison. At the spot where the bisons were loaded, Indian councils were wont to gather. Along the rivers journeyed the black-robed Jesuit missionaries, who brought the Selish Indian the gospel of peace. Later trod the trapper, hunter and gold seeker on his trail, to be followed in time by the vanguards of railway engineers setking a route for the Northern Pacific.

STILL ANOTHER.

Calgary, June 3.—Harry Dutton, a young Englishman, a heavy drinker, jumped into Sheep Creek at Okotoks while temporarily insane on Saturday last. He was seen to jump from a bridge by a man named Vallens, whom he told he would be back in a minute. The body has not been recovered. He may not be drowned, as he was swimming when he disappeared around a curve. Search parties are out.

Miners Heard.

Lethbridge, May 31.—Miners of Taber presented their case to the coal commission and vigorously argced for the eight-hour day and the compensation act taking a stand directly opposed to that of the operators as presented today.

KILLED IN A SOUTHERN WRECK

Train Wreckers or a Defective Rail Responsible For Smash.

San Antonio, Texas, June 2.—One man was instantly killed and a score of persons injured, some of whom will die, as the result of the wrecking of an eastbound passenger train this morning two miles west of Lozier, a small station on the Southern Pacific.

The derailment is due either to train wreckers or to a defective rail. The train was running 35 miles an hour. The engine passed over the obstruction, but every car in the train was derailed and two of them were overturned. All the wounded were in the chair car, which was thrown over on its side and dragged over the rocks on the embankment. Not until dawn did medical aid reach the injured, who bravely bore their sufferings. The dead: W. B. Jackson, of Sanderon, Texas.

BRITISH DELEGATES NOT INSTRUCTED.

London, June 2.—Although the Hague conference meets within a fortnight, the British delegates have not yet been instructed as to the attitude they shall maintain on the subjects included in the Russian programme or of other questions to be introduced by the powers participating at the conference. This delay in notifying the delegates is the result of the heavy parliamentary programme which keeps the members of the cabinet busy, and the difficulties the government has had since the collapse of the Irish Council Bill.

There have been several cabinet meeting at which Sir Edward Grey, the foreign secretary, has brought up the question of the Hague conference, but the Associated Press is informed officially that the cabinet has not yet reached a decision on any point, and that possibly another week will elapse before the delegates can be instructed.

St. Paul, Minn., May 31.—Eight so-called "friendly suits" were filed in the United States district court today against the Great Northern, Northern Pacific, Chicago, Milwau-

Stockholders Sue Railway Companies

kee & St. Paul; Chicago and North-Western; Chicago, St. Paul, Minneapolis & Omaha; Minneapolis & St. Louis; Soo and Chicago Great Western railways to enjoin them from putting into effect the commodity rate recently ordered reduced by the State Railroad and Warehouse Commission. The state of Minnesota is made a party in the suits.

The suits are brought by the stockholders of the various roads, and allege that the two-cent passenger rate and reduced freight rate, the latter going into effect tomorrow, are contrary to a provision of the United States Constitution. The complainants ask for an order restoring the old rate. Judge Lochrin signed a temporary injunction restricting the railroads and the Attorney General from putting the rates into effect.

Capelle Will Hang.

Parry Sound, May 31.—Marano, the Italian companion in the Dow murder case, has been found guilty of assault on Angus McLeod, one of those who interfered against the Italians in the fatal row at McCormack's on Christmas Day. Justice Teetzel today pronounced sentence of of death in the case of Capelle, the execution to take place at Parry Sound on August 1st. Marano got three years in the penitentiary.

Indecent Assault.

Parry Sound, Ont., May 31.—A boy named Van Houghnet, said to be under fourteen years of age, has been sentenced to jail for three months with two administrations of the lash for indecent assault on a little girl.

Railroads Lay Off Men.

New York, May 31.—Orders for the usual summer reduction in help were issued by the New York Central & Hudson River Railroad today, and will become effective tomorrow. Between three and four per cent. of the employees on the system between New York and Buffalo, a total of nearly 1,000 men, will be laid off.

Pennsylvania Blaze.

Louisville, Pa., June 1.—Fire which broke out shortly after midnight in the Harris Barrel Works, burned over a section of about eight acres and caused a damage of about $100,000. At 1.45 this morning, the fire was under control. The burned places include the Harris Oil & Grease Works, the Harris skating rink, Smith machine shops, the Perley machine shops and half a dozen dwellings.

Boy Shot his Sister.

Patchin, N. Y., May 31.—Edwin Caspin, ten years old, this afternoon shot and killed his three-year-old sister, Isabelle. The boy was firing at a target with a shotgun. His sister ran in front of the object which he was shooting at and received a charge of shot in the head, killing her instantly.

TRIED TO SUICIDE IN CALGARY

Calgary, June 3.—Edward Little, a South African veteran, employed at the city treasurer's office here attempted suicide by taking five bottles of chlorodyne last night. The reason for the act was that he was thrown down by a girl to whom he had been engaged for the past two years, and had brought out from England to marry him. When found he had a picture of the girl thrust in the palm of a glove he was wearing. He left a note bidding her good-bye and wishing her a rosy path through life. He is still unconscious.

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STRAYED — Thursday last, from S 14-52-23 Clover Bar, Brown Mare, heavy infoal, weight about 1,400, white spot on face. Reward for information to S. S. McGhan, Clover Bar.

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EDMONTON V
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Made it Three Stra
Final With Ca

Edmonton won the t
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Ford made a two bas
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White got to third. Ru
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McClare, the new pa
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