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VOLUME V. EDMONTON, ALBERTA, CANADA, MONDAY, OCTOBER, 25, 1909 NUMBER 398

TWO C.N.R. LINES TO YELLOWHEAD

D. D. Mann Makes Important Announcement Concerning C.N.R. New western Lines

"We will build both," said D. D. Mann, vice-president of the Canadian Northern Railway, as he sat in his private car at the C.N.R. depot this morning, talking to a Bulletin representative.

Mr. Mann had been discussing the extension of the C.N.R. from Edmonton to the Yellowhead Pass and on to Vancouver. He said that this transcontinental line would have trains running over it in four years' time, and that the C.N.R. line to the Coast from Edmonton would be 230 miles shorter than the G.T.P. from Edmonton to Prince Rupert. Regarding the Alberta section of the road, he said that the locations have practically been completed and by spring the revised locations will have been decided upon. Following this will be the actual work of construction, which will be begun as early next spring as possible.

The Other Line.

"But we have another line," said Mr. Mann. He seemed to be reflecting that the G.T.P. has 'secured the best grade to the Yellowhead and that the line which the C.N.R. would build due west of Edmonton would practically parallel the G.T.P. and would not have as good a location as he would have liked. Proceeding to explain, he said that a line is at present being projected westward from Saskatoon and that this line would reach a point about 100 miles south of Edmonton. He said it was the intention to extend this line through to the Yellowhead, thus giving another direct line from Winnipeg to the mountains by way of Regina and Saskatoon.

"Which line will you build?" Mr. Mann was asked. "We will build both," was the reply, "and the road to the south will be ready by the time the transcontinental trains are going over the C.N.R. through Edmonton."

Mr. Mann explained that the second trans-Alberta line was to be largely a freight and coal line. He spoke of the extensive coal properties the C.N.R. has in the Brazeau country and in the foothills. The second C.N.R. line would tap these coal areas, where mines would be operating as soon as the railway facilities could be supplied.

Use the Empties For Coal.

"You can easily see," said Mr. Mann, "that empty cars returning from the coast, where they have been used in transcontinental traffic, may be partly diverted at the Yellowhead Pass to the freight line and haul thousands of tons of coal eastward, instead of going back empty, as they would during certain parts of the year."

"It is our intention to develon the resources of Northern Alberta," said the railway magnate, "and of course the coal resources are what most appeal to us."

Asked as to the C.N.R. railway construction in the west this year, Mr. Mann said that 500 miles of road had been actually graded and put into shape for the rails, but not that distance of line had been completed. He said that it was a decided advantage to have so much grading done, as steel for 200 miles of railway would be conveyed west this year and this would be laid early next spring and perhaps some during the winter. He seemed to be pleased with the work undertaken this year, but remarked that the labor problem had hampered the work of construction considerably.

Referring again to the company's extension from Edmonton to Vancouver, Mann said that eighty per cent. of the survey work had already been done from the Yellowhead Pass to Vancouver. This winter parties will be at work completing the final locations, and by spring the entire stretch would be ready for the contractors to get to work. Barring any unlooked-for delays, he said the line would be completed in four years, which, as far as the British Columbia portion is concerned, is the limit set under the government guarantee of bonds.

C.N.R. Smash-up at Brandon.

Brandon, Man., Oct. 23.—Canadian Northern trains in all directions are tied up here consequent on a smash-up early this morning in the east end of the yards when, owing to a defective switch, a heavily laden grain train from Regina, was derailed heaping up both sides of the track. Fortunately the train was running slowly. Engineer Ross, of Portage, stuck to his post till the last and then saved his life by jumping. A wrecking crew is building a track around.

Political Slates in Victoria.

Victoria, B. C., Oct. 22.—The Conservatives may possibly run the same slate in Victoria. There is a strong feeling that the Liberals should put up a new slate. John Oliver will likely be a candidate here. M. B. Jackson, formerly of Manitoba, and R. T. Elliott are mentioned. Hon D. R. Young has been tendered Atlin and will leave shortly for that constituency.

Died From His Injuries.

Shoal Lake, Man., Oct. 23.—George Thompson, Minnedosa, car repairer, died in the hospital here from injuries received yesterday under a shunting train.

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.

Caused Alarm at Messina.

Messina, Oct. 23.—The earth shocks felt yesterday in the vicinity of Mount Aetna, coincident with the renewed activity of Mount Vesuvius, have caused much alarm here. The eruption of Mount Vesuvius, which became alarming active yesterday, appears to be decreasing today.

SUTHERLAND GOES TO ONTARIO HIGH COURT

Ex-Speaker of House of Commons Appointed to Succeed Justice Anglin—W. S. Calvert, Liberal Whip Since 1898, Appointed to Vacancy on N. T. R. Commission —Two Bye-elections Necessary.

Ottawa, Ont., Oct. 22.—Orders-in-council were put through today appointing Hon. R. F. Sutherland, ex-speaker of the House of Commons, to the vacancy on the exchequer division of the Ontario high court caused by the promotion of Mr. Justice Anglin to the Supreme Court bench at Ottawa and appointing Mr. W. S. Calvert, M.P. for West Middlesex, and Chief Liberal whip in the House.

Mr. Calvert who replaces another National Transcontinental railway commission caused by the death of the late commissioner, Mr. Robert Reid. Writs for the ensuing bye-elections in North Essex and West Middlesex issued forthwith, and the elections will be held three weeks hence.

At the general election of last year Hon. Mr. Sutherland's majority was 577 and Mr. Calvert's majority was 75. Hon. Mr. Sutherland has represented North Essex in the House of Commons since the general elections of 1900 and both as speaker and as a private member commanded the genuine respect and esteem of both sides of the House. He is a graduate of the University of Toronto and of the Western University of London. He was called to the bar in 1886 and appointed King's Council in 1898. He has held a leading place among the bar of Western Ontario but was obliged to relinquish a part of his rapidly growing practice through exigencies of his duties in speakership. In constitutional law he is one of the best versed lawyers of Ontario. He made a special study of the subject during his term of office. His appointment to the high court bench was well regarded on both sides of the House.

Mr. Calvert who reploces another Western Ontario manufacturer on the National Transcontinental commission, is the only Liberal private member of parliament of Ontario who has sat in the House continuously since the general elections of 1896. He was appointed assistant Liberal whip in 1898 and chief Liberal Whip in February 1901. The arduous and self-sacrificing duties of office he has performed in a manner that has won him the friendship and good will of all his fellow members. His long experience as a successful business man, fits him for the executive duties of assisting in the construction of the new government railway which is now more than half completed.

SMALLPOX ON VIRGINIAN.

Case Discovered Aboard Allan Liner, Which is Held in Quarantine.

Montreal, October 23.—For the second time this season the Allan liner Virginian is tied up at quarantine at Grosse Island, with a smallpox case on board. The disease was detected today, after leaving Rimouski, on a young Russian child, six years of age, and as a consequence the passengers are detained while medical inspection takes place. The ship will be detained at least two days, as every passenger who might have come into contact with the child will be closely inspected.

The last word received by the Allan line here was to the effect that it would do all possible to release the ship from quarantine by tomorrow noon. All the steerage passengers, numbering 450, may have to be landed and held for thorough inspection. Instead of reaching her wharf here at daybreak tomorrow it will be late on Sunday or even Monday before the Virginian arrives.

Taken Back to Nova Scotia.

Vancouver, B. C., Oct. 22.—W. L. Burgess, accused of being one of the two desperadoes who on May 19, held up the office force of the Canadian Express company at Truro, N. S., and stole cash and money orders amounting to about $15,600, started back to Nova Scotia tonight in charge of W. H. Welsh, manager of the Canadian Detective bureau here, who made the arrest.

LAND, AND GOOD LAND, FOR 200,000

Rev. A. Forbes, Ft. Saskatchewan, Tells of His Tour of the Peace River Country.

"There is no doubt in my mind but what the quarter of a million acres of homestead land in the Grande Prairie country would be settled in two years time were there railway connection with Edmonton," said Rev. A. Forbes, of Fort Saskatchewan, the veteran missionary, who has just returned with his wife from a two months trip into the Peace River country.

Mr. Forbes speaks highly of the hospitality of the people of the north.

On His Way to Grande Prairie.

His journey took him through the Spirit River settlement, sixteen miles south of Dunvegan, which is on the Peace River. The settlement here he reports as most enterprising and the people thriving and prosperous. They have asked the government for a public school. At this point the Presbyterian church will establish a mission as a result of Mr. Forbes' recommendation.

"South of the Wapiti there is a stretch of prairie which from all reports is as great in extent and as fertile as the Grande Prairie.

"Our first sight of the Grande Prairie was from the slope of Saddle Mountain. As far as the eye could see the undulating prairie stretched out dotted here and there with beautiful lakes. The roads made access difficult, but when we reached the mountain slope we were well recompensed for our efforts by the view of the prairie expanse which lay before us like the land of promise. The roads on the prairie itself are splendid. The trail we followed took us past Flying Shot Lake, Saskatoon Lake, Beaver Lake, Helmet Lake and on to Beaver Lodge. There are not more than 100 white men in the Grande Prairie today and about 20 white women. There is room for 200,000.

"There was no more frost in the district this fall than I understand there was at Edmonton. Vegetables and grain were grown to perfection. I have brought back with me some splendid specimens of oats and wheat.

"The Government should take steps very soon to send in boring machinery to find water. At present the people have to dig for it and not many attempts have been made. At one place water has been found at a depth of 25 feet and at another place a depth of 90 feet has been reached without striking water. The soil is of a uniform character, a chocolate loam with clay subsoil, capable of yielding the best of crops.

"Our trip was a most successful one. We did not succeed in bagging a bear, like His Honor Judge Noel, whom we met traveling with Mr. Blain and Mr. De Lussy from Lesser Slave Lake to Peace River crossing. We did not even see one. The most exciting incidens of our trip was on the return journey, when we had to cut our way through a forest fire on the north side of the Athabasca."

Mr. and Mrs. Forbes took with them a tough little pair of ponies, who covered over a thousand miles of the journey. Mr. Forbes remarked on the large number of new houses that have gone up on the trail from Fort Saskatchewan to the Landing since his last trip up several years ago.

ONTARIO LIBERAL CONVENTION

Great Gathering to Be Held in June Next Year.

Toronto, Ont., Oct. 22.—The greatest convention of Liberals ever convened in Ontario will be the outcome of the representative meeting of members of the party in the province which took place in the rooms of the Ontario Reform Association today. The meeting was convened for the purpose of considering preliminary arrangements, and the representative character of the attendance and the enthusiasm that prevailed argued well for the success that promises new epochs in the history of Liberalism in the province. The convention that would thoroughly and effectively reflect the aspiration and needs of the party as a whole in Ontario will be the sentiment of the meeting. It was agreed that the scope of the convention should be exclusively provincial and it was left to the executive of the general committee to fix a day in June for the gathering, the choice of a hall being also delegated to the executive.

WRUNG CONFESSION FROM HER

After An Hour in Sweat Box, Mrs. Lillard Admits Poisoning.

Lt. Louis, Mo., Oct. 22.—Mrs. Nannete Lillard this evening confessed to Captain Gaffney of the Page boulevard police station that she herself purchased the candy reported as given to her by Mrs. Maud Ridley and inserted the strychnine capsules in the sweets to turn her husband, Robert Lillard, against the "Love Pirate." The confession was wrought from her after she had been sweated by Captain Gaffney for more than an hour.

After she confessed she fainted and no sooner was she restored to consciousness than she fainted again. She remained in a swoon for several minutes. When she finally recovered she was taken to her home by detectives.

LAKES AND RIVERS ABOUNDS WITH FISH

Andrew Halkett, of Dominion Fisheries Department, Continues Investigations in This Province—Fish in Many Lakes of Great Commercial Value—Fears for Extinction of Species of Birds for So-Called Sport's Sake.

Andrew Halkett, naturalist of the Marine and Fisheries department and curator of the fishing musium at Ottawa, is in the province at present continuing his investigations of the past two seasons in ascertaining the fish and general animal life that inhabit the lakes and rives of Alberta. His observations are directed particularly to the physical characteristics of the Buffalo and Beaver Lakes and some of the waters of the Lethbridge district, in which he was especially interested during his visit to the province last year.

In an interview with the Bulletin at the Alberta hotel last evening Mr. Halkett said that the province was very rich in varied forms of animal life and was interesting to the naturalist on account of its unique physical features. He stated that the topographical conditions have such a great effect on the character of the lakes and rivers and consequently on the variety of the animal life which dwell therein. This is particularly true of the Peace River country where there were great stretches of prairie with lakes and rivers abounding and also mountainous country which materially affects the character of the streams and currents. This gave the animal life of the country the peculiarities of both the prairie and mountainous districts. Of course it must be remembered that only pioneer work has been done as yet and it was a question of time as to what would be eventually brought to light regarding the material phenomena in the province as a whole."

Fish Life in Alberta.

Speaking of the fish life, Mr. Halkett said that the fisheries of the province would undoubtedly become a great commercial asset. The great lakes like Wabamum and Pigeon abounded in white fish which were of great commercial value. Perch were also to be found in many of the lakes and rivers. In the prairie lakes, pike and suckers were quite common. As for the strictly mountain lakes and streams there was present the grayling, which was the delight of the angler. This was a highly organized fish which lived only in streams that have their source in mountains or have a strong current by reason of being near the foot hills. Mr. Halkett thought that the presence of the grayling in the Alberta waters would make it much sought after by ardent sportsmen.

Value of Birds to Farmers.

"The province is also rich in bird life," said Mr. Halkett, "but I am afraid that what is commonly called sport will result in a rapid destruction of many important species. I am of the opinion that if farmers knew more about bird and insect life they could save thousands of dollars for themselves every year. Farmers shoot hawks on every opportunity because they say it eats the young chickens, yet certain hawks feed on innumerable mice and insects injurious to the farmer's crops. It is not always the most conspicuous bird or insect that is the most harmful. For instance right in this locality I once saw a farmer dealing destruction to the small red bettle, known as the "lady bird" which he thought was the cause of his currant bushes being blighted. I showed him that the injury was done by a small insignificant insect the aphid on the under side of the leaves and that the lady bird was his friend because it fed on the injurious insects. Many little birds feed on the seeds of noxious weeds and the large birds of prey undoubtedly attack the gophers which are such a pest to the former.

"Destruction of some birds of course justifiable. For instance I do not know of one redeeming feature about the crow. On the other hand the cow bird is injurious to the farmer's grain as it goes in large flocts and robs a portion of the crops but it is beneficial in that it devours many insects that torment cattle and horses."

Fishing Exhibit in B. C.

Mr. Halkett has come to the province from the British Columbia provincial fair at New Westminster, where an exhibit was made of the fisheries of that province. A request for an exhibit of this kind was made to the Dominion department and for three successive years the request has been granted with Mr. Halkett in charge. Mr. Halkett says that the exhibit has proved most popular and has given residents of the province and visitors a good idea of the fishery resources which the province possesses. Among the things shown were a fish hatchery with the eggs of three varieties of salmon in incubator trays, fresh water and marine aquaria, a collection from the biological station at Nanaimo, mounted specimens of the most common fish and a great collection of views of British Columbia fisheries.

One particularly interesting exhibit was the American lobster transplanted from the Atlantic to the Pacific coast. The specimen was taken from the waters of Pictou Nova Scotia and was meant to illustrate that valuale crustacean.

IRELAND'S GREAT CHANCE AT HAND

T. P. O'Connor Says Ireland Will Have Home Rule in Three or Five Years.

New York, Oct. 23—"Tay Pay" O'Connor, the Irish editor and member of parliament, aroused intense interest among several hundred members of the United Irish League of America at the reception tendered by them at the Hoffman House following his arrival in America yesterday. Delegates were present from all over the country to welcome him. The ballroom of the hotel rang with applause when Mr. O'Connor declared Ireland would have home rule in three years if the budget of 1910 was defeated, and in five years if it passed.

"I am here again because we have reached a critical period in the history of the Irish struggle," he explained. And in a critical period America has always come forward with her moral and financial support.

"This budget will be epoch-making in English and Irish history. The budget strikes at the vested interests, and the peers of the realm feel their old power is slipping from their hands. In England there is now a great struggle going on to pass it. It is almost a civil war. But the fighting is in ballots and America does not realize the importance of it.

"Now in this division of England, Ireland has her great chance." We have enough votes in the House of Commons with the Irish members with the labor members and others lined up with it, to pass a Home Rule bill there, but it is the House of Lords that holds us back.

"If the Upper House is forced to accede to the House of Commons after a first vote, we can easily pass the bill. Already we have 350 votes in the House of Commons and that is enough. Even if a weak Tory government should get in power, we would be as well off. It will need the Irish support and will swallow anything to get it. Whether the Tory or Liberals get the majority, the Irish win.

"The condition of Ireland has improved vastly. Now there are 500,000 heads of families in Ireland and over two-fifths of them, or 200,000 own their own homes and land. Thirty years ago none of them owned any.

"The schools are still to be improved. Twelve thousand people die of consumption every year in Ireland and there is no need of it. The scourge is a result of chilly damp schools."

SCRAMBLE AT LAND OFFICE.

Eight Homesteads Thrown Open Close to Duck Lake.

Prince Albert, Sask., Oct. 22.—A rush at the land office this morning created a great sensation in this city and the city police and mounted police had all they could do in keeping back the furious crowd all anxious to file on the homesteads, which were thrown open. There were eight homesteads, all located within a circuit of three miles of Duck Lake, some of them being valued as high as $3,000. Emmanuel Fleuveum, an old, gray whiskered man landed a homestead. The old man had for the last four days and nights stayed continually at the door of the land office, and when the scramble started he crawled through between the legs of other men. It was necessary to put large wooden doors on the office this morning to keep back the crowd. There were about 75 in the scramble for the land.

PEONAGE IN UNITED STATES.

Said That Lumbermen and Harvest Hands in Comparative Slavery.

Minneapolis, Oct. 22.—A committee consisting of John G. Elder, of Washington, D. C., chairman, Congressman John L. Burnett, of Alabama, and Charles P. Neil, of Chicago, is taking testimony behind closed doors in the federal building to ascertain whether a condition of peonage exists among the laborers in the lumber camps of Northern Minnesota. The general complaint is that workers are declared in debt and forced to continue their work in comparative slavery. The committee left tonight for Fargo, N. D., and then will go to South Dakota points to investigate the complaints of harvest hands that they were compelled by threats and intimidations to work out debts to employing farmers, some of whom had paid the fines of men arrested as vagrants in order to get them to work in the harvest fields.

Dignitaries Will Fight a Duel.

Madrid, Oct. 22.—Deputy Soriano and Senator Ortega have challenged Senor De La Cierva, former minister of the interior, to fight duels. Senator Ortega is the republican leader whose prosecution was asked for a few days again by the Captain General of Catalonia on the charge of attempting to burn the Jesuit College in Bareelona during the July riots.

Old Vesuvius Rumbling.

Naples, Oct. 22.—Vesuvius according to the local press, shows signs of activity. Tourists visiting the volcano yesterday saw small showers of ashes and heard muffled rumblings.

Experienced guides say that the phenoma are due, as in previous similar cases during the past three years of tranquility, to the obstruction of the steam outlets in the crater by the caving in parts of the cone. Steam accumulates and finally forces passage accompanied by an explosion and showers of ashes.

SYSTEMATIC FRAUDS IN WEIGHT

U. S. Government Said to Be Defrauded Out of Millions.

Washington, Oct. 22.—Wm. Loeb, Jr., collector of the port of New York, was in conference with Acting Secretary Hilles and Chief of Customs Montgomery at the Treasury Department today. Much of the discussion related to the prosecutions for fraud which are under way or are to be started.

No concealment is made of the fact that some of the weighers have promise of immunity. Mr. Loeb and his aides were able by a promise of immunity to a few of the weighers to get what is understood at the treasury department to be an astounding array of evidence. Some of it has come out in the case now on trial, but by no means all of it.

The sugar weighing frauds involved something over $2,000,000. There is no question in the minds of Mr. Loeb and of the treasury officials that the losses on other merchandise of various kinds amount to many times that sum. It was declared today in a responsible quarter that it would never be possible to say how enormous the losses of the government were and probably it was true that for 50 years there had been a systematic defrauding of the government at the port of New York on a large scale.

B. C. LIBERALS' CHANCES ARE GROWING BETTER

Public Feeling is Turning Against Premier McBride as Tatlow One of the Resigning Ministers Was Regarded as the Backbone of the Government.

Victoria, B.C., Oct. 23—Following the announcement that Tatlow and Fulton have resigned from the cabinet rather than lend their support to such policy as McBride introduced in his agreement with the Canadian Northern comes the rumor that Carter Cotton, president of the council, is also contemplating a similar move. So far the public has only had a general statement by the premier as to what the agreement is for bonusing the Canadian Northern by guaranteeing its bonds.

The premier will not yet reveal the contract and the fact that the resigned ministers who have seen the contract were dissatisfied with it, has created a good deal of uneasiness with the general public who fear it is far more objectionable than they have been lead to believe.

The revulsion of feeling is setting toward McBridge, as Tatlow the minister who resigned, was regarded as the backbone of the government. Oliver's chances of winning the election which were very slim at the start, have improved wonderfully and there is no reason why the Liberals should not attain power.

The resigned ministers make no statement as to their reasons for resigning, other than that the Premier says that they disagree over the railway policy.

3 KILLED; 4 INJURED.

Open Switch Causes Collision on the Pennsylvania Railroad.

Hamilton, O., Oct. 22.—Three men were killed and four probably fatally injured at Collinsville, Ohio, this evening when the Pennsylvania passenger train No. 180, Chicago for Cincinnati, ran into an open switch and collided head-on with a freight train. All were mail men on the passenger train.

Engineer Marshall and Fireman Webber, of the freight train, and two unidentified men were seriously if not fatally injured. Both engines are a complete wreck and the baggage, express and mail cars were telescoped.

Baggagemaster J. W. Keaps, of Logansport, Ind., and express agent, G. T. Schreiber, of Richmond, Ind., escaped with slight injuries. No passengers were seriously hurt.

BOILER EXPLOSION MONTREAL

Four Men Seriously Injured in Explosion in Chateau Frontenac.

Montreal, Oct. 22.—A despatch from Quebec tonight gives information of a boiler explosion in the Chateau Frontenac in which four men were seriously injured. The men were at work on the new heating apparatus being installed when the explosion occurred. E. J. Britton, engineer-in-chief of the Canada Foundry Company, had his face and hands badly burned. E. Kurrie, of the Angus shops, Montreal, was hurled forty feet and is now lying at the point of death in the Hotel Dieu, while John Hayes, who started to the rescue, was also badly scalded.

ALFONSO BRAVES POPULACE.

He and Queen Victoria Drive Through Central Districts of Capital.

Madrid, October 23.—King Alfonso, who had not left the palace for several days, drove with Queen Victoria through the streets today. He was cordially saluted by the citizens, upon whom the reappearance of the sovereigns made a good impression. Their royal carriage was entirely without escort. It was driven at a walking pace through the central districts of the capital.

Opposed to Canadian Navy.

Kingston, Oct. 22.—The Trades and Labor Council placed itself on record as opposing the building of a Canadian navy.

SHIPPING LIVE STOCK IN WEST

A. F. Dillinger Reports on Conditions of Live Stock and Transportation in the West

Ottawa, Oct. 22.—A. F. Dillinger, operating assistant to the railway commission, has sent the commission a most elaborate and comprehensive report on the question of live stock transportation in the west.

Last March he was directed by the commission to inquire into the whole problem of the shipping of cattle. Mr. Dillinger made a thorough investigation of the whole subject with the result.

He travelled extensively over the C.P.R., C.N.R., and G.T.P. and made a first hand study of the whole problem. He makes a number of important recommendations to the commission which will likely be acted on by the board shortly. His recommendations are all towards improving facilities for shippers in the west. He suggests that each section foreman be made responsible for the condition of the stock yards on his section, such as repairs and keeping the yards clean.

Another suggestion is that all yards except where there are gravel bottoms be floored with old ties and covered with cinders, providing a proper drainage. This he thinks, will be more economical and will last for years.

A third recommendation is that the practice of building stock yards in connection with grain-loading platforms be discontinued. It is impossible, he points out, to load stock at the same time that grain and heavy machinery is being unloaded. It often results in delay in loading the stock.

Facilities for Watering Stock.

A suggestion in regard to watering stock is that where railway water tanks are located a pipe connection could be made at the bottom of the tank providing a flow outside of the wall, allowing shippers to obtain water which they can haul to the stock yards. He also makes a recommendation as to the remodelling of the two pen yards as the present arrangement is inconvenient and unsatisfactory.

Probably the most important recommendation from the shipper's standpoint is that the railways establish a stock-shipping day once a week on branch lines suitable to stock shippers. To assure fast shipments he suggests that the trains be run 20 per cent light of tonage and as far as possible the way-freight for the day should be cut out in order to make faster time.

A valuable feature of Mr. Dillinger's report is the wealth of details to stock-shipments in the west. He visited every shipping point in the west and embodies in his report the condition of the yards, any improvements necessary, the amount of stock shipped, etc. The report is almost encyclopaedic in nature.

Another feature of the report is the information as to the stock shipments of last year from all points in the West. The following is the result of his investigation in part:

C. N. R. Shipments.

Carman branch—Sperling 19; Carman 15; Grays, very little shipping; Somerset 19; Swan Lake, no record; Marieapolis 32; Baldur 40; Belmont 45.

Hartney section—Ninette, no record; Margaret 25; Minto 30 to 55 shipped yearly; Fairfax 25; Elgin 16; Hartney 10.

Miami section—Altamonte, very little shipping; Miami 50; Rosebank 25; Roland 50; Morris 25.

Dauphin section—Gladstone 20; Plumas 40; Glenella 25; McCreary 18; Laurier 10; Makinak 54; Ochre River 4; Dauphin 40.

Kamsack section—Grandview 27; Roblin, no record; Togo 9; Kamsask 35.

Humbolt section—Canora 42; Buchanan 26; Invermay 1; Wadena 24.

Souris section—Starbusk 9; Fannystelle 18; Elm Creek 17; St. Claude 14; Rathwell 20; Treherne 42; Holland 36; Cypress River 28; Glenboro 59; Stockton 9; Teesbank 9; Methuen 69; Nesbitt 13; Carroll 57; Soris 37.

Emerson section—Emerson 289; Dominion City 64; Otter Bank 34.

Minnedosa section—Minnedosa 53; Franklin 35; Neepawa 109; Arden 42; Keyes 33; Redstone 106; Westbourne 65.

Brandon section—Brandon 225; Rosser 9, Poplar Point 12; High Bluff 4; Portage La Prafrie 106; Burnside 7; MacGregor 38; Austin 50; Sidney 45; Carberry 97; Douglas 19.

Yorkton section—New Dale 48; Strathclair 16; Shoal Lake 186; Keilo 12; Solsgirth 14; Bertle 9; Fox-warren 45; Binscarth 92; Langeberg 55; Churchbridge 68; Saltsoats 79; Yorkton 205; Russel 105.

Miniota branch—Oak River 36; Hamiota 37; Crandell 46; Arrow River 4; Rapid City 42; Wheatland 21; Kenton 80; Griswold 32; Oaklake 85; Virden 61; Elkhorn 26; Fleming 28; Moosomin 93; Wapella 49; Whitewood 67; Broadview 27.

La Riviere section—Manitou 74; Darlingford 74; Thornhill 5; Morden 92; Winkler 70; Plum Coulee 16; Rosenfeldt 10; Lasalle 4; Morris 8.

Napinka section—La Riveriell 11; Mowbray 24; Snowflake 24; Pilot Mound 80; Crystal City 28; Clear-