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HUNDRED WILD
ES TO BE ROUNDED UP

ed Animals that Have Be-

ed Near Sounding Lake

May 14.—M. V. Gallows, of the Department of Agriculture, arrived here, left last night and a round-up of a number of horses running in the Sound of Sounding Lake. The outfit have the contract to round up the horses for the Department of Agriculture. In all the wild horses will be examined for disease. The round-up will be completed in the past few days. The horses are being rounded up by private parties to run these horses, but usually they are rounded up by the government. The horses are being rounded up by private parties to run these horses, but usually they are rounded up by the government. The horses are being rounded up by private parties to run these horses, but usually they are rounded up by the government.

Attempts in the past have been made to round up these horses, but usually they are rounded up by the government. The horses are being rounded up by private parties to run these horses, but usually they are rounded up by the government. The horses are being rounded up by private parties to run these horses, but usually they are rounded up by the government. The horses are being rounded up by private parties to run these horses, but usually they are rounded up by the government. The horses are being rounded up by private parties to run these horses, but usually they are rounded up by the government.

her Will Attend Funeral

May 14.—Altogether, thirty-five will be represented in the funeral, including eight kindred, four ruling princes and the mourners who will participate in the procession both on Tuesday at the hall, and on Friday at the station will be the Prince and Princess Victoria.

RUSSIAN REPUBLIC THAT LASTED ONLY A WEEK

Story of Novorossisk Uprising — A Strange Chapter in History

The port of Novorossisk is situated on the head of a bay in the Black Sea, at the point where the main range of the Caucasus, gradually sinking, becomes lost in the scattered hills of the Taurus Peninsula, separating the Black Sea from the Sea of Azoff. The hills that stretch away to the southeast are grey and barren, and unless the sun shines, revealing the deep blue of the Black Sea waters, touching into life soft shadows on the hillsides and down half-discerned clefts, lighting up distant glimpses of hills beyond, Novorossisk is a cheerless place.

The East is here and Russia is here, but both in meeting somehow cease to be picturesque. One has the impression that it must have been hard to discover keen life and vivid color in this bleak spot even in those days of the prosperity of the kingdom of the Cimmerian Bosphorus when a Greek city stood on the site of the present Russian town. There are hundreds of Greeks in Novorossisk today; merchants, petty tradesmen, cafe-keepers, and barbers. Their rivals in business are Armenians from Transcaucasia and Turkey, Russians from various provinces in the north and south of the Empire, and Tartars from the shores of the Caspian. The wharf laborers are Russians, Turks from Anatolia, and Georgians. The port is visited by large numbers of English, German, Greek, Italian and Swedish steamers, which carry away annually thousands of tons of grain—the product of the fertile soil of the Northern Caucasus.

Cut off by Hills

Yet for all that Novorossisk has a drab and poverty-stricken appearance. It is cut off, as it were, by the hills, from the main current of Russian life, and though fourteen years ago it was made the chief town of the newly-formed Black Sea Government, it seems to have been unable as yet to develop a "vigorous" and independent life of its own. The grain goes swiftly

ing down from the elevator into the steamers' holds; stevedores, wharf laborers, and seamen shout in various tongues; dusky clerks file invoices and bills of lading; Cossack farmers drive into town to make their purchases; the Governor issues his orders, officials transmit them at their leisure, and when the sun sinks behind the hills of the Cimmerian Bosphorus, the play of billiards in beer-shops with signs in English or in Russian attracts. Of anything like organized public life there are in Novorossisk only a few faint signs.

Novorossisk was not always so quiet. Towards the end of 1906 the wave of strikes that had affected most of the towns along the Black Sea coast reached the port, all the wharf laborers and railway employees struck work, and large numbers of foreign stevedores lay idle in harbor. The town was practically cut off from the rest of Russia. There was no violence, not a shot was fired, but business was paralyzed. The Vice-Governor, M. Berezinkoff, who was administering the province in the governor's absence, ordered his Cossacks to fire on the strikers. The Cossacks refused. Then M. Berezinkoff, thoroughly alarmed, although he was not even threatened with violence, left the town and hid in a railway carriage some distance along the line.

Republic Movement

With the collapse of the administration the danger arose that the criminal elements of the population might begin looting, and the Council of Workmen's Deputies, which was directing the strike, decided to take the administration of the town into its own hands so as to maintain order. The municipal authorities yielded to the council, a volunteer militia was formed and money was collected from well-to-do residents for the purpose of supplying rations to the families of the strikers. These were the facts that constituted what was afterwards officially described as "The Republic of Novorossisk." Perfect order was

maintained, there were no acts of violence, and when the owners of the steamers detained in port wished to break their contracts, and grain importers to recover insurance on the porters that the port was the scene of an armed insurrection, they were unable to secure authoritative evidence to justify their claim. A week after the flight of the acting governor troops came marching over the hills from Ekaterinodar, the "Republic" and the strike collapsed without a blow, the members of the Council of Workmen's Deputies were arrested, and life in Novorossisk resumed its normal course.

Over four years have passed since all these things happened, but the trial of those concerned in the Novorossisk Republic was concluded only a few days ago. In all the strange annals of Russian justice during the last four years there has been no more singular trial than this. In the first instance four hundred persons were prosecuted, including the mayor and many other prominent residents of Novorossisk. During the preliminary investigation the number was reduced, and 106 appeared at the first trial. There have been three trials in all. Of these 66 were acquitted and the remainder were sentenced to various terms of imprisonment and to deportation, but none of the sentences was exceptionally severe. The Crown prosecutor appealed against the verdict, and a rehearing was granted.

Severe Sentences

As a result of the second trial the sentences were reduced, six of the accused were acquitted, and the most severe sentence was two years' imprisonment in a fortress. At the same time the military court pronounced the actions of M. Berezinkoff and other officials incorrect. The verdict greatly displeased the officials, more especially M. Berezinkoff, who had in the meantime been appointed governor of the province, and although the crown prosecutor on this occasion lodged his appeal a fortnight after the expiration of the legal term the appeal was granted and a third appeal.

The third trial lasted twenty-one days. It was again established that there had been no violence, that the acting governor had run away, and that the result of the seizure of power by the Council of Workmen's Deputies had been the maintenance of order in the town at a critical moment. Yet the court not only increased the previous sentences on several of the accused to more or less prolonged terms of penal servitude; it sentenced seven men to death.

Two of these men, an engine-driver named Veresky and a teacher named Bodvansky, had come voluntarily from abroad to be present at the trial, and the latter was at liberty until the moment when the death sentence was pronounced upon him. The charge against Bodvansky was that during the strike he had closed the local court. In his defence he explained that he had merely happened to meet a Socialist agitator named "Comrade Lisa," and that she had invited him to go with her to close the court, and that "being unable to refuse a lady," he had consented. For this offense Bodvansky was sentenced at the second trial to four months' imprisonment.

The court added a recommendation to mercy, and the counsel for the defence appealed against the verdict. The victory of the Caucasus has disallowed the appeal, but has commuted the death sentences to penal servitude for terms of from six to fifteen years.

B. L. E. OPPOSED TO REDUCTION OF RATES

Members Consider Two Cent Passenger Rate Is Not Sufficient

Detroit, Mich., May 14.—At a business session of the Brotherhood of Locomotive Engineers in session here, the convention went on record today as opposed to reductions in passenger and freight rates. Many of the delegates asserted that the two cent per mile passenger rate is inadequate. Business sessions were adjourned until Monday, to permit delegates to attend the deflection of the order's new building at Cleveland tomorrow.

WHEN CANADA HAD BUT SIX MILES OF RAILWAY

Wonderful Changes Since Mr. H. J. Cambie Reached Ontario From England

(The Vancouver Province)

Did you ever permit your thoughts to pause and dwell upon the progress and development of Canada during the past half century? This question is particularly one for the younger generation of the inhabitants of this Dominion because to them the advance made by the country during this period of time are in the main to be learned by application to historical pages. The man or woman who dreams upon seventy years of life in Canada has but to give away to memory to summon a picture of the marvellous and swiftly moving development which has taken place within a lifetime.

Perhaps some of the great changes which have taken place in Canada in half a century cannot be better exemplified in a few sentences than by a reference to the circumstances under which Mr. H. J. Cambie, consulting engineer of the C. P. R. in Vancouver, journeyed from England to this country, or rather to that part of the country clustering about the Great Lakes, the St. Lawrence and the Atlantic seaboard, for there was then no Canada in the broad sense of the term as it is known today. When Mr. Cambie arrived he was but a boy and he came to but a very small Canada. May 15th was the fifty-eighth anniversary of his departure from Liverpool for Philadelphia en route to Toronto and when he remembered the occasion he fell into a reminiscent mood.

"Yes, it was fifty-eight years ago on May 2 that I left England for Canada in company with my parents," remarked Mr. Cambie. "I was only a boy, having left school but the day before I sailed on the steamer City of Manchester, a craft which was lost five years afterwards while conveying troops from England to India. The trip across the Atlantic occupied

eighteen days and the City of Manchester was reckoned one of the greyhounds of the western ocean.

Making "the Power Travel"

"In those days there were but three regular lines of steamers plying between England and America, not taking into account some few tramp vessels. The regular lines were the Inman, now the American line, which operated two steamers; the Cunard line with four side wheel paddle boats and the old Collins line with three vessels. No steamer had ever ascended the St. Lawrence river. We landed in Philadelphia and I well remember we could not proceed direct from that city to New York by rail. We managed to get by train from the Quaker City to Perth Amboy, opposite Staten Island from whence we went by boat to New York. There was no railway between New York and Albany and to get to the latter point we had to travel by boat up the Hudson River. We went from Albany to Buffalo by rail and from Buffalo proceeded by sidewheel steamer to Chippewa where we again found a railway, such a one as the younger generation never saw in this country. It was literally a 'one horse' railway. The rails were of wood, capped with iron straps. The road ran from Chippewa to Queenstown and passengers were carried in the old style English cars which had three compartments. When all the passengers were aboard the conductor signalled the engineer to 'open her up,' the latter cracked his whip and the 'power' tore down the line between the wooden rails as rapidly as its legs could take it."

"My first railway journey was over when we reached Queenstown where we embarked for a trip across Lake Ontario to Toronto. Such, briefly, was the manner in which I journeyed to Canada and yet I am not an old man. Methuselah! laughingly remarked Mr. Cambie.

But Six Miles of Railway.

"It is an interesting fact that in those days there were but six miles of real railway in Canada—the road between Montreal and Lachine," concluded Mr. Cambie.

Ontario he took up the study of what was to be his life profession — engineering. Because his path led him to business association with railway builders he saw the Great West of Canada developed and particularly was he identified with the linking of British Columbia with the east by the construction of the C. P. R., his reconnaissance work preparatory to the construction of that railway having called him into the Rockies, the Selkirk and the Coast Range away back in the seventies of last century. Could Mr. Cambie be induced to sketch for publication the story of his experiences in those early days the result would be an exceedingly valuable contribution to the history of that period of the life of British Columbia immediately before and during the construction of the Canadian Pacific Railway through the mountains to Port Moody.

New York Caters For Baby Trade.

There are perhaps two hundred table d'hôte restaurants in Manhattan where the price for a dinner ranges from sixty cents to \$2.50, which are making a persistent bid for the custom of babies and doing everything they can to encourage parents to take their children, little and big, to them, as they may become known as family resorts.

There are others older and in many instances better established, which penalize parents for taking their babies to them. Those which favor the presence of babies, however, predominate largely.

Their waiting staff, from the headwaiter down, has instructions to pay particular attention to family dinner parties and to make things as pleasant for them as they will return.

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