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nt Pleasant--House, 6
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5; block 24, $225;
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THE WEATHER
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THE MORNING ALBERTAN

THE CIRCULATION
FRIDAY—6553

TWENTY-FIVE CENTS A MONTH. CALGARY, SATURDAY, APRIL 30, 1910. NINTH YEAR—No. 53

TWELVE DESTROYED BY FIRE IN CORNWALL

Six Bodies of the Victims Have So Far Been Recovered

HOTEL CAUGHT FIRE WITH TERRIBLE RESULTS

Other Premises in the Vicinity Were Also Destroyed

Cornwall, Ont., April 29.—Six bodies have been recovered from the ruins of the Rossmore house. It is considered as absolutely certain, so far as can be ascertained now, twelve people were killed in the fire which destroyed the hotel. Of these the six which have been recovered are so dreadfully burned that identification is quite impossible.

The only bodies that have yet been certainly recognized are those of Mr. C. C. Gray, his wife and two children, and these were only identified because their bodies were found in a heap of ruins below the place where their apartments were. The other remnants of human beings have been taken from the ruins of the hotel, but no recognition was possible. While up to a late hour this evening none knew what terrible mysteries the smoking ruins of the hotel he'd, it was wrecked utterly.

Mr. John Ross, son of the proprietor of the Rossmore hotel, said that from his account of the records and the returns of the rescued there could not be more than twelve dead. These were as follows:

C. C. Gray, manager of the Ives Modern Bedding company, formerly of Montreal.

Mrs. C. C. Gray, wife of the former. Their two small children, Vivian and Willie.

Ben Fielding, accountant of the Sterling Bank.

Chas. Gagne, Levis, Que., teller of the Bank of Montreal branch.

Mrs. Tyler Archibald, a permanent guest at the Rossmore.

Willie Hume, waiter, Montreal.

Ernest Butler, bell boy at the Rossmore, also of Montreal.

Mary and Jennie Oliver, waitresses, who had been at the hotel for 12 years.

Mrs. Goeller, a German woman from Philadelphia, employed at the hotel.

Cornwall, Ont., April 29.—Nine persons are believed to have lost their lives in a terrific fire which occurred here shortly after 3 o'clock this morning, and which before it was extinguished destroyed the Ross more hotel, the Colquhoun block, one of the principal business premises in the town, and many other buildings, and did damage to the extent of thousands of dollars in Cornwall and Montreal.

Up to the present time it is impossible to state definitely how many lives have been lost. The names of those referred to above are people who are missing. So far six bodies have been recovered. Of these, four are supposed to be those of Mr. and Mrs. C. C. Gray and their two children, as they were found beneath the rooms occupied by the Gray family in the Rossmore hotel.

A portion of the body of a child was found in the rear of the hotel ruins, but has not yet been identified. The sixth body is believed to be that of Mrs. Archibald, widow of the late W. T. Archibald, who had a suite of rooms adjoining the parlor and immediately over the C. P. R. telegraph office. All the others reported missing were guests at the hotel.

Among those who made their escape from the burning building by the aid of ropes were the following:

His Honor Judge O'Reilly, Mrs. O'Reilly, and their son, Harry; Major Beatty, M. P., London, Ont.; a traveller named Bristol; Alex. R. McLennan, wife and daughter, Toronto, the former being a brother of the late Col. R. R. McLennan, ex-M. P. for Glengarry; J. Burns, traveller for the Boston Cigar company; Harry Briggs, traveller for J. R. Paquette, Quebec; a drygoods traveller named Mason.

The fire was first noticed by the night clerk of the hotel, who was in the rear of the building at the time. He endeavored to make his way along the corridor leading from the kitchen to the office, but so dense was the smoke that he found this impossible. He, therefore, immediately directed his attention to awakening the guests, regular boarders and employees of the establishment.

The hotel itself was completely gutted and a pile of ruins before the conflagration was extinguished. In the building at the time were 20 transient guests, 20 boarders, four members of the Ross family and a house staff of six. Included in the hotel premises were the telegraph and ticket offices, the office of the Bell Telephone company and of Geo. A. Milan, divisional court clerk, with dwelling rooms overhead.

The jewelery store of L. E. Bailey, a heavily stocked establishment, which stood next door to the hotel, was completely destroyed. The flames rapidly spread across the street to the Colquhoun block, in which is situated the Cornwall branch of the Bank of Montreal. Over this the manager, Mr. A. V. Monk, resided. The upper storeys of the biulding were completely gutted, and all his belongings were destroyed.

Other premises damaged by fire, smoke and water included G. W. Armstrong's grocery store, the Stirling bank building, which had recently been remodelled; the law offices of Messrs. Milligan & Roach; the dental rooms of Dr. Knight; the civil engineering office of Magwood & Walker and Frank Stidwell; the rooms of the Catholic Order of Foresters; the drug store of C. A. MacHaffie; the grocery of W. H. Dunkin, and Charles Lant's confectionery store adjoining the Colquhoun block.

Missing and believed to be dead:

Mr. Ben Fielding, accountant in the Stirling bank; Mr. Charles Gagne, teller, Bank of Montreal, of Levis, Que.; Mr. W. T. Archibald, Willie Hughes, waiter, Montreal; Ernest Butler bell boy, of Montreal; Mr. C. C. Gray, manager of the Ives Modern Bedding and Bedstead company; Mrs. Gray and two children; Mary and Jane White, hotel servants, both of Cornwall; Eliza, a hotel servant.

MINTY DEFIES JUDGES REFUSES TO ANSWER

Judges Ask What He Will Do if They Insist Upon it

DECLARES HE WILL STILL REFUSE TO ANSWER

Some Interesting Information Brought Out at Commission

Winnipeg, Man., April 29.—A flat refusal by G. D. Minty to answer certain questions asked him by R. B. Bennett, K. C., was the feature of the Alberta and Great Waterways investigation yesterday afternoon.

Mr. Minty based his refusal on the ground that he was solicitor for the Canada West Construction company, and everything he had learned in that capacity was privileged.

Judge Scott asked him whether he would answer the questions in case the commission should rule they were not covered by privilege. To this Minty replied that he would not, and there the matter was allowed to rest for the present.

After Dominion Aid, Too.

In the course of his evidence yesterday afternoon, Mr. Minty said that he assumed that as a colonization road the A. & G. W. would have aid from the Dominion government, but he did not know anything about the negotiations. His letter to Mr. Woods of January 8, 1909, on the subject was merely general in its character. In this letter he said to Mr. Woods:

"Owing to the short time I had for seeing you, I overlooked asking you what arrangements Mr. Cross had made at Ottawa regarding aid from the Dominion insofar as the Alberta and Great Waterways railway is concerned."

Mr. Minty said he must have known Mr. Cross was going to Ottawa, but he could not remember.

"When you saw Mr. Clarke after his return from England, did he tell you he had arranged for marketing the bonds?"

"He told me everything was progressing satisfactory. I don't know that he had completed arrangements, but everything was going in satisfactory shape, so that when the government passed the legislation he could proceed to completion."

"Friend" is Mr. Cross.

A telegram was sent by W. R. Clarke to Mr. Minty under date of January 30, 1909, saying:

"Friend has already started east. My information indirect. Will wire you news when definite, but not now. Will need you soon."

The "friend" he referred to was Mr. Cross. There was an understanding as to meeting Mr. Cross in the east. He remembered seeing Mr. Cross and Mr. Rutherford in Ottawa, "but I [illegible]

Mr. Minty was at that time in Ottawa with Mr. Clarke, but the four of them did not hold any meeting with regard to the affairs of the Great Waterways railway.

He met Clarke again in Ottawa.

The Sale of the Bonds.

"Did you ever see any agreement between Clarke and Morgan or between Clarke and anybody else with respect to the sale of bonds?"

"No."

"Then so far as your knowledge goes there is only one agreement?"

"I am absolutely satisfied there is only one."

"Did Clarke ever tell you there was anything in it for him beyond the par that the underwriting called for?"

"He told me there was not?"

"How did he come to tell you that"

"I don't remember whether I asked him or whether he just told me."

As to the $50,000 which W. R. Clarke had paid to the credit of the A. & G. W. Railway company at the Merchants' bank of Edmonton, $4,000 was paid on account of G. D. Minty for shares held for him. Mr. Clarke made the payment on Mr. Minty's behalf for Mr. Minty's stock.

How the $50,00 Was Raised.

"How was that $50,00 provided?"

"In cash."

"From what source did the cash come?"

"Mr. Clarke made his own arrangements with the bank. It was an over-draft."

"On what security was that $50,000 over-draft arranged for?"

"On Mr. Clarke's security."

"The only sum which was to be credit of the company on the second of October was the sum of $50,000?"

"Yes."

"Then the $50,000 was chequed out to Mr. Clarke?"

"Yes."

"Do you know what was done with that cheque?"

"I believe he took up the overdraft."

"The bank always had a pretty strong string on that money," remarked Judge Scott.

"Oh, yes, undoubtedly soly," replied Mr. Minty. "It was done for the purpose of complying with the act."

"Did Mr. Clarke ever tell you that any member of the government of the legislature of Alberta was interested in this railway project?"

"No, not at all."

"Or was interested in the bond issue?"

"He never told me so."

"Or ha deben paid or promised anything out of the bond issue otherwise?"

"He never told me such a thing. The only reason he ever told me it was not so was on account of the charges made by Mr. Bennett in the legislature."

"Did you ever have any conversation with any member of the government or legislature with respect to their having an interest in the scheme?"

"Certainly not. Except insofar as Mr. Cornwall told me that he had a part interest in the railway or was doing so."

Sort of a Philanthropist.

Judge Harvey remarked that W. R. Clarke seemed to be a sort of philanthropist since there appeared to be nothing for him in the construction of the railway. Mr. Minty replied that W. R. Clarke was, he largely understood, interested in the development of the country, and if there was a profit in building the road he was ready that his brother, B. R. Clarke, should get it, leaving to W.R. Clarke the benefits to ultimately come from development.

What Mr. Clarke Spent.

In further answer to Mr. Bennett, Mr. Minty said W. R. Clarke was to get a salary for three years and his $50,000 stock. Mr. Minty did not know what interests W. R. Clarke had in that country at present.

"Have you any knowledge of any sums W. R. Clarke had expended in the matter?"

"I don't know any of the details."

"Do you know approximately how much? Was it $50,000?"

"It must have been more."

"Do you know if he made any contribution to any campaigns during the progress of the negotiations"

"I don't know."

"You don't know whether he took care of any of the boys?" asked Mr. Bennett.

"Do you mean yourself?"

"No, I don't," replied Mr. Bennett.

"And W. R. Clarke for his expenditure received a promise of salary and $50,000 stock and what future benefits he may get from the devolopment of the country?"

"Yes."

"And you don't know the sum total of W. R. Clarke's present claim with the Construction company?"

Mr. Minty declined to answer this question, claiming privilege as solicitor of the Construction company. Mr. Bennett then appealed to the commissioners to require an answer.

"Assuming that we don't uphold your objection," asked Judge Scott, "would you submit to the railway commission or would you refuse to answer?"

Mr. Minty said that with all deference he would still refuse to answer.

"Of course, we have no authority to deal with you in case you refuse," said Judge Scott. "The matter would have to be left to the courts of this province."

Several other questions as to this question of expenses were asked by Mr. Bennett, but Mr. Minty adhered to his refusal to answer anything with regard to the Construction company.

"The railway company," said he, "was nothing but a conduit pipe to convey the expenses of the Construction company."

"I see," said Mr. Minty. "Now we have got the correct term for the railway company, although some call it a sewer pipe in our country."

The salary of $25,000 a year to W. R. Clarke as president of the railway company would be paid, said Mr. Minty, by the Construction company during the period of construction as part of the expenses of construction. The $25,000 a year to Dr. Waddell as consulting engineer, the $75,000 bonus which Dr. Waddell was to receive on the completion of the road, and the $12,000 a year to be paid to E. A. James as general manager were all to come from the Construction company.

Winnipeg, April 29.—At the sitting of the Alberta & Great Waterways railway commission this morning, Mr. George D. Minty, until recently solicitor for the railway was on the witness stand. He was closely examined by Mr. W. [illegible]

Witness told of his connection with the Athabasca syndicate, but claimed privilege for all information he had received while solicitor for the Canada West Construction company. Mr. Minty told of a verbal agreement between Mr. W. R. Clarke and Mr. R. R. Clarke in which the former was to have no interest in the profits of the construction company. Mr. Walsh pointed out that such a position was peculiar according to the estimate of Dr. Waddell, the road was to cost $3,000 a mile less than the bond guarantee given by the government.

Mr. Minty expressed the opinion that the road would cost more than $20,000 a mile and expressed utmost confidence that the agreement between the two Clarkes was being adhered to.

Mr. Walsh asked Mr. Minty where the Athabascan syndicate minute book was and the witness replied that Mr. Faulkner had it. This week Mr. Minty instructed his office to send it over to Mr. Faulkner. He did not know what day the book was sent back or whether it was ever sent back. But he believed it was. The minute book was sent to Mr. Faulkner's office in the Canada West offices. Mr. Walsh asked witness if he made any extracts from the minute book and Mr. Minty said he did and would produce them, but before doing so he wished to state that he was defendent in an action entered by Hawes and he did not wish his case prejudiced by anything that might come up at the commission.

Mr. Minty said that he had not known who the Mr. Parkin was, mentioned by Mr. Emerson yesterday, nor did he know why Mr. Faulkner went to Minneapolis. After April 20, witness said that he ceased all connection with the company and did not know what had occurred since. Mr. Minty said he gave Mr. W. R. Clarke the minute book of the proceedings of the meeting of April 20. Witness also assigned his shares to Mr. W. R. Clarke.

This was done voluntarily by absolute transfer and without receiving anything for them. Witness said he had forty shares valued at $4,000. Mr. Clarke had paid for them, witness not paying anything into the syndicate or taking anything out. Mr. Minty told of Mr. Faulkner coming to him and telling him he had an option on the Cornwall charter and asking for some advice. Witness did not know whether he had taken any legal steps in reference to this matter. His interests in the syndicate were simply those of solicitor. He had absolutely none other. Witness did not go to Edmonton to assist in securing government aid for the enterprise.

What the Company Expected

The first time he was ever in Edmonton was in October, 1908. His visit was in connection with Mr. Clarke's business. Mr. Minty said that the Alberta & Great Waterways railway directors intended to ask the Alberta government for $13,000 a mile. This figure being arrived at by other provinces to railways. The company, however, hoped to get more. Mr Cornwall had never told witness that anyone else beside himself would be interested in the $544,000 worth of stock which was provided for in an agreement filed as an exhibit.

Mr. Walsh asked witness if the question of the format on of a construction company for building the road was discussed. Mr. Minty said it had come up in the ordinary way just the same as was done by other railways, such as the Grand Trunk Pacific and the Canadian Northern. Witness said the proceeds of the bond issue was to be turned over to the construction company.

Mr. Walsh asked witness if it was not a fact that the proceeds of the bond issue were to be devoted solely to building the road without the promoters having to put up any money. Mr. Minty answered that his letters now in possession showed that the proceeds of the bonds issue as well as any money secured from the sale of the stock of the company, were to be devoted to building the road. Mr. Walsh said he had read the letters diligently, but failed to find any such letter.

Witness continuing, said that Mr. W. R. Clarke had no connection directly or indirectly with the construction company. Mr. B. R. Clarke was to finance and build the road.

The Commission Knew Better

Mr. Justice Scott said that the commission had other information on the subject. Mr. Minty said that he was absolutely assured that Mr. W. R. Clarke had no connection with the construction company and had no interest in any profits that might be made.

Mr. Justice Harvey said this was peculiar, more especially as the evidence showed the profits of the company on the bond issue were $3,000 a mile.

Mr. Minty said that there was an agreement entered into between the brothers that W. R. Clarke was to have no interest in the construction company. The agreement was a verbal one. Mr. Walsh wished to know why this agreement was not in writing, witness replying that there was no necessity for such an action.

Mr. Justive Harvey suggested that there was a personal agreement later between the two brothers dealing with W. R. Clarke's interest in the construction company. Mr. Minty said he did not believe such a thing had occurred.

Mr. Walsh asked witness as to W. R. Clarke's assumption of the management of the Canada West Construction company. Mr. Walsh said that if the bond issue was $20,000 a mile, and as Dr. Waddell had sworn [illegible] could be built for $17,000 a mile, if the construction company won'd retain the profit of $3,000 a mile.

Mr. Minty agreed as to the false premises assumed by Mr. Walsh, but finally expressed his personal opinion that the road would cost more than $20,000 a mile.

Mr. Walsh suggested that the construction company was formed for the purpose of making a profit out of the proceeds of the bond issue.

Mr. Minty said that the construction company was formed for building the road and it assumed the possibility of profit or loss.

Nothing But Bond Money

Mr. Walsh said that when the construction company was formed, all the real money that was in hand was the proceeds of the bonds. Mr. Minty said that such was the case, but further sums were looked for from the sale of stock.

Where the Stock Went

Mr. Walsh asked witness if he made a second agreement by which Mr. Cornwall was to receive $100,000 of stock. Mr. Minty said he drew up an agreement, but did not make the arrangements. Witness said it was agreed that no stock was to be given for political influence, but it was thought some stock would have to be given to eastern men for their influence.

Mr. Walsh read from a letter of Mr. Minty's in which he said that the general idea was that the bond issue should be adequate to the building of the road and the bond issue or part of same should go as profit to the construction company. Mr. Minty expressed the opinion that Mr. Walsh was not reading the letter properly and was only taking a paragraph out of the letter and making it express the opinion of the whole.

Mr. Walsh read the who'e letter after which Mr. Minty said it sounded good common sense, which drew from the counsel the reply that the letter showed a good way for the promoters to have a railway built without costing them anything.

Mr. Walsh next produced a letter from Mr. Minty to Mr. Cornwall in May, 1907, stating that Mr. Woodman had received a letter from Mr. Stocks which was causing them some concern. Witness was asked if that had any reference to the possibility of the government building the road as a public undertaking. Mr. Minty said that th's letter referred to the possibility of the government giving some assistance towards building the road.

Witness said he first met Mr. Alfred Bowen about May 5, 1908. He did not know Mr. Bowen before that date. Witness met Bowen here and believed he went to California from here. After June 5, witness gave Mr. Bowen a letter to Mr. Biggar in Edmonton. Bowen had no plan formed at that time as to financing the construction of the road, but witness expected Mr. Bowen had the idea of a bond guarantee from the Alberta government.

Mr. Minty said that he had seen Mr. Cornwall at Edmonton and thought him a very energetic man and one of great ability.

Mr. Walsh: "We all realize that now."

Mr. Minty said that he was first shown J. K. Cornwall's transfer of his interest in the railway when [illegible] after the commission of enquiry began. He was told by Cornwall as early as November, 1908, that he was giving his interest in the Athabasca syndicate to W. R. Clarke. Witness did not pay any attention as to what Cornwall was to get for his interests. Mr Clarke made a general reference to his interests with Mr. Cornwall in the steam boats.

THE THIRD GENERATION—The Albertan photographer has caught a merry scene in which the ancient squaw grandmothers are dining with the grandson. Notice the gaudy raiment of the papoose with the store clothes and cuffs. The snap was taken inside the city a few days ago.

APRIL SAW CALGARY AT ITS VERY BEST

Commercially This City Reached its Very Highest This Month

RECORDS IN EVERYTHING ACCORDING TO STATISTICS

The Building, Bank Clearing and Custom Returns Are Very Large

At the end of the month of March it was stated in this paper that it had been the Calgary month and surpassed in every way any previous record for business. That was true then, but the record for April will far surpass that of March. The month of April has been the greatest month in the history of this city.

The records are not quite complete yet, but records of building, clearings and customs show how things have been going.

Building Inspector Harrison announced last night that the value of the building permits issued during April was approximately $650,000. This is a record breaker, exceeding that of any other month in the history of the city. It is nearly four times as great as the value of the permits issued in April, 1909, when they aggregated in value only $190,000.

The clearings for the month up to Thursday reached $12,723,000, the largest month on record. The weekly average was nearly $3,[illegible]000.

The customs rec[illegible] at the local office for April are approximately $113,000. This is $33,000 more than the highest month in the history of the office, which was in March, and more than double the amount of the receipts in April, 1909, which were $55,635. This increase does not represent any exceptional items, but merely a regular increase in the volume of business.

ANOTHER PROTEST AGAINST AYLESWORTH

The Albertan Synod Protest Against His Action in Condoning Offense of Men Selling Immoral Literature.

Edmonton, April 29.—The Presbyterian synod after a very eventful meeting closed today noon and the delegates left the city on the afternoon trains.

Before concluding the meeting the following resolution was adopted:

The synod protests against the statement made by the minister of justice as reported in the Hansard in defense of the pardon of two men convicted of immoral books, that these men were not guilty of the crime charged, in spite of the fact that these two men pleaded guilty, and that the chief coroner of Toronto said under oath in police court that the books "are unutterably vile, reeking with filth from beginning to end," that these books have been denied transmission in Canadian and American mails.

The synod believes such an attitude on the part of the minister is mischievous and directly tends to encourage the dissemination of poisonous literature.

The synod decided to hold the meeting next year in Calgary.

MEN DON'T KNOW, BUT THINK THEY DO KNOW

And That Causes Most of the Mistakes That Men Make in Life.

Lawrence, Kas., April 29.—Three-fourths of the mistakes that a man makes are made because he does not really know and he thinks he knows, said James Bryce, ambassador from Great Britain, in an address here delivered to the students of the University of Kansas.

He urged upon his hearers the necessity of knowing history, ancient as well as modern, and said the habit of sound, careful and independent thinking was the best intellectual quality a young man could start with in his life journey.

Increase Tariff Rates.

Washington, D.C., April 29.—A new freight tariff showing considera'e increase over the present rates will be filed with the interstate commerce commission to become eff[illegible] June 1. This is taken as the first step in general increase of freight rates all over the United States.

Increase of Imports to Australia

Melbourne, April 29—The imports into the commonwealth for March increased 603,000 pounds, compared with March of the previous year.

ROUTE IS APPROVED TO THE BOW RIVER

The Railway Commission Discuss Roads Into Calgary

MR. McCARTHY OBJECTS TO THE PLANS FILED

Railways Object to Come in at the North of the Bow Valley

Ottawa, April 29.—The routes of the Grand Trunk Pacific and Canadian Northern into the city of Calgary are to be determined by the board of railway commissioners sitting in Calgary, probably in September. That is the outcome of the hearing which took place before the minister of railways today in regard to the location of these and other western lines. The desire of the city of Calgary as expressed in a resolution of the railway committee of council and by telegram from the city clerk were laid before the minister by M. S. McCarthy, M.P. Mr. McCarthy suggested that the interests of both companies and city could be better served by the adoption of a route other than that proposed by the railways. The city, he explained, wanted the two lines to run north of the Bow river, the companies to construct and use terminals on or near the police barracks property.

Representatives of the company objected that there were engineering objections to the route north of the Bow river.

Mr. McCarthy then suggested that the northerly route be approved subject to engineering feasibility.

Hon. Mr. George Graham on these representations approved of the routes as far as the Bow river, referring the questions of terminals and of route into the city to the railway commission.

CALGARY LEADS IN CLEARING INCREASES

For Third Consecutive Week Stands Far in Lead of All Canadian and American Cities.

For the third successive week, Calgary has led in percentage of increases over last year in bank clearings over all other Canadian cities and American cities. The record for the week ending Thursday is as follows:

	Increase	Volume.
Calgary	86.	2,634,000
Vancouver	61.5	7,774,000
Hamilton	47.9	1,939,000
Victoria	43.3	1,633,000
Winnipeg	29.	15,435,000
Montreal	28.7	37,435,000
Edmonton	16.8	1,142,000
Ottawa	16.1	3,691,000
Quebec	12.1	2,116,000
Halifax	10.9	1,647,000
London	[illegible]	[illegible]
Toronto	[illegible]	26,384,000
St. John	5.	3,808,000

BOUGHT FOUR GIRLS FOR WHITE SLAVERS

District Attorney's Office in New York Have Clear Case in the Terrible Traffic.

New York, April 29.—Although the Rockefeller grand jury which was appointed to inquire into the white slave traffic in this city has made no formal report on the result of its investigation, district attorney Whitman has stated on positive proof that it is possible to buy girls for immoral purposes in New York. Tonight four young girls who were purchased by special agents of the district attorney are in the care of his office. Mr. Whitman announced, and three persons accused of violating the law are under arrest. Two women, one a graduate of Smith College and the other of Radcliffe, and a man formerly connected with the government were employed as agents in the case. In negotiating for the purchase of the girls they represented themselves as procuring agents for disorderly houses in Seattle, Wash., and Juneau, Alaska. By familiarizing themselves with the tenderloin of Seattle they were able to win the confidence of denizens of the underworld here and to make the purchase. On the evidence obtained more arrests are promised by Mr. Whitman, and other sensational developments are hinted at. The names of the girls bought by the special investigators are being kept secret. None of them, however, it was stated, was over eighteen. Two are Polish Jews and the others are Americans, all residents of this city. It is asserted that the sale of a fifteen year old girl to the agents was only thwarted by the fact that the girl broke her leg while the deal was pending.

CONCILIATION BOARD FOR MINERS' STRIKE

Sheriff Van Wart Will Be Chairman and Messrs. McLeod and Stubbs Other Members.

Sheriff Van Wart yesterday received notice of his appointment as chairman of the board of conciliation to enquire into the trouble existing between the American coal companies and the miners at Frank. With him Colin McLeod of Macleod will sit as representative of the company and Clement Stubbs of Coleman, representing the men. No date has been set for the board to meet.

Manitoba University Elects New Dean.

Winnipeg, April 29.—Professor Frank Allen, M.A., P.H.D.F.R.S.A, was elected dean of the University Faculty today.

Miners R turn to Work

[illegible]ur, Pa., April 29.—The [illegible] between the 40,000 union miners and the operators of the Pittsburg soft coal district, which has resulted in a month's suspension of mining, was settled late tonight. The miners will return to work on Monday.

THE PARKWAY DRIVE AROUND THE CITY

Mr. William Pearce Makes Important Suggestion to Park Commission

ST. GEORGE'S ISLAND IS GROWING LARGER NOW

A Public Meeting May Be Held to Discuss the Bylaw

A comprehensive plan of parks and automobile boulevards for the city was outlined to the park board yesterday afternoon by William Pearce, who showed on a map where additional plots of land might be obtained for parks and playgrounds, and how they might be linked together by means of parkways and drives. It was decided to show the plan to Prof. Buchanan, who has been engaged as superintendent of parks, when he arrives here, and let him follow the matter up, ascertaining how much of the required land may be obtained free, and what the remainder will cost.

As boulevards in front of property greatly enhances its value, it is not thought it will be difficult in many instances, at least in the residential and outlying sections, to obtain free grants of all the land required for parkways. A bond issue might be authorized to pay of any such additional land as as might be required. Mr. Pearce urged the importance of working on a comprehensive scheme so that there would be no waste of money.

St. George's Island is Growing

Mr. Pearce surprised the park commissioners by explaining that the Bow river is not washing away St. George's park as is popularly supposed, and that the island is longer now by considerable than it was when he first saw it 26 years ago.

"At that time," he said, "the island was little more than a sandbar, with a few trees on it. St. David's island, just north of it, was hardly visible. We used that place as a fording point."

The city contemplates the expenditure of $30,000 for protecting the island from floods. Mr. Pearce said that while the island has not been washed away, the construction of a jetty of brush, gravel and wire would be a good thing, and would have a tendency to preserve and enlarge the island.

Before describing his plan for parks and boulevards, Mr. Pearce called attention to what other continental cities are doing in this respect, making special reference to the system which the local delegates of the Mystic Shriners saw recently at New Orleans while attending the convention there. He argued that Calgary has the natural advantages for being made the most beautiful city in interior Canada, [illegible] a magnificent view of the Rockies and such streams as the Elbow and Bow.

The Parway Drive

The route of the parkway he proposes begins at the Langevin bridge, following along the south bank of the Bow past the barracks grounds to St. George's park. On the flat between the river and the new General hospital is some land owned by the Dominion government, which the city might procure, and on the hill east of the hospital is a block of land owned by the C. P. R., which Mr. Pearce thinks might be prevailed upon to give a portion of it for park purposes.

Mr. Pearce proposes carrying the parkway down the river to the C. P. R. headgates to the rifle range, where there is a grove of fine trees. He thinks the government would give a boulevard along the east bank of the river in this vicinity. Crossing the river where it is believed a bridge will be built within a few years, Mr. Pearce suggests a boulevard along the west side of the river at Bonnybrook to connect with a plot of ground that is a part of the Indian school site.

He would then bring the boulevard through the Burns property to the Macleod trail, and thence to the Lindsay estate and Victoria park. Mr. Pearce would then carry the boulevard up the bank of the Elbow river to the Sarcee reserve, getting a part of the reserve for a park when it is thrown open, and continuing the boulevard to the city's headgates for its water system on the Elbow river.

Mr. Pearce thinks the C. P. R. would gladly give for a park a part of the quarter in section 9, opposite the South Calgary subdivision, when it is subdivided and thrown on the market. Not far west of this is the city reservoir, where the city owns 80 acres that might be converted into a park. His proposed plan also includes a boulevard along the north bank of the Bow to Shouldice park, and the ultimate acquirement of Prince's island, now used as a yard by the Eau Claire Lumber company.

The Park Bylaw

There was some discussion as to what means should be taken to inform the public about the reasons the authorization of a bylaw for $93,000 for park improvements is advisable. Some criticisms have been raised because of the fact that many persons are not aware of the fact that $30,000 of this amount it is planned to expend for a dyke to protect St. George's island. There was some talk of calling a public meeting.

Park Commissioner J. G. Van Wart reported that a carload of 2,000 balm of Gilead and spruce trees from the north has arrived, and that they will be sold to citizens at the price of 20 cents for the balm of Gileads and 35 cents for the spruce the purchasers to pay for delivery. They are furnished at cost. Mr. Van Wart said that twenty people had called him up over the telephone yesterday to make inquiry regarding the matter. Any information can be obtained by calling up the comptroller's office, 314. The car of trees is on the sidetrack at the exhibition grounds, and Mr. Russell Elliott of the comptroller's office is there most of the day in charge of it.

Freemasons in East Calgary.

A meeting of Freemasons residing in East Calgary has been called for Monday night in Aylesworth's drug store at 8 p.m. to consider the advisability of starting a lodge in East Calgary.

All members of the craft (affiliated or non-affiliated) are urgently requested to be present.