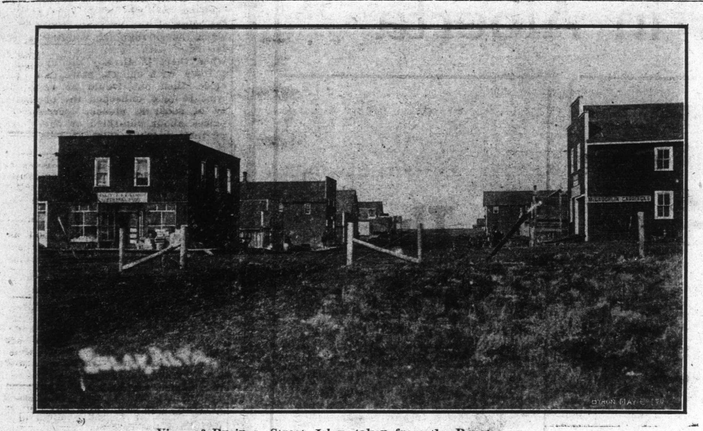
ISLAY, A GROWING TOWN ON THE C.N.R.

Bulletin Staff Correspondence.

Islay is an important station on the main line of the C. N. R., 144 miles east of Edmonton, in a district noted for its crops. The railway company have built a fine depot with a comfortable waiting room.

Islay will always be an important station, because water is easily secured. The C. N. R. tank is supplied from a well. There are large yards and sidings, a loading platform and stock yards. When the present unoccupied land is all brought under cultivation Islay shipments will show a big increase, while business and traffic will grow also a tremendous upward impetus.

The following estimates are for the shipments from 1910 in the Islay district: 75,000 bushels of grain shipped, with about 25,000 bushels held for feed and seed; 250 tons of hay valued at $2,500, odd shipments of butter, poultry and eggs, and about one car per month of hogs and cattle. The shipments for 1910 showed an increase over those of 1909, aand the shipments for 1911 should show a still further increase.



View of Business Street, Islay, taken from the Depot.

Islay was incorporated as a village three years ago and now has a population of 100 The councillors are E. T. Brockenshar, S. M. Madill and M. Leitch with J. T. Fyfe. Tre assessment is made on the single taxplan. For fire protection the village has an ample supply of well water at a depth of twenty feet, a bucket brigade and a hand pump fre engine with 350 ft. of hose. Plank sidewalks have been built on the business streets .The place was named after Islay, Ontario.

W. Gilchrist teaches about twenty pupils in a one-room frame school which cost $1,800 The school library has forty volumes. The trustees are Rtv. A. McLennan, Geo. Davidson and W. G. Roebuck, while J. T. Fyfe is secretary-treasurer.

A Modern Plow leaving Islay for the Farm.

J. T. Fyfe is postmaster for Islay, which is a distributing office for Irwinville, Dewberry, Wellsdale, Greenlawn and Ethelwyn, in the northern territory for thirty miles, and south 15 miles to Hindville.

There are two churches at Islay. Rev. A. McLennan is pastor of the Presbyterian and- Rev. H. A. Edwards of the Crurch of England.

In athletics the young people are interested in football, baseball and hockey. In winter there is skating on the open air rink.

A Farmers' Elevator.

In making a list of the business places of Islay, it might be well to start with the Farmers' Elevator company. It is a local company of Islay farmers. One man has only one vote, regardless of the number of shares he owns. The elevator works on a close margin with Port William prices. W. B. Cairns is manager of the branch of the Merchants bank. There are also two general stores, a hardware store, a harness shop, a barber shop, a pool room, a blacksmith shop, a livery stable, three implement agencies, a visiting lawyer, a lumber yard, one hotel, one licensed bar and a justice of the peace.

There is no drug store and no doctor. There is a harness shop, but there is no harness maker. There is also a good opening for a laundry.

The Islay board of trade have issued a circular to the settlers of the district, urging them to be boosters for Islay and to spend their money with the local merchants rather than send it to the mail order houses.

Cultivated Acreage Increasing.

Grain is hauled from 25 miles north and from 25 miles south and marketed at Islay. The settlement to the south is newer than that to the north. Most farmers have a few cattle and are gradually going in for mixed farming The land ready for this year's crop is nearly double that in crop last year. The farmers are greatly interested in the use on the farm of gasoline or steam power. This will tend to increase the acreage brought under cultivation each year.

Farmers are increasing the sowing of flax for the land is found to be well adapted for wheat and flax. Owing to the low price of wheat and the high price of flax, the acreage sown to flax is on the increase. The settlement tributary to Islay was settled principally by English-speaking people.

The United Farmers of Alberta have organized Islay Local No 198, with a membership of 35, and the following officers: President, W .Roebuck; vice-president, Harry Gordon; secretary, D. Gilchrist; and committee of E. A. Moore and H. R. Stone.

Crop Yields at Islay.

C. A. Barnett, about 12 miles northeast of Islay, had fall wheat yielding 22 bushel to the acre. E. C. Barnett had spring wheat averaging about 22 to 24 bushels per acre. J. Bendixen had spring wheat which yielded over 22 bushels per acre. Tom Bothwell, about six miles northwest of Islay, had 1,500 bushels of wheat from 75 acres. Wm. Anderson, about 15 miles north of Islay, had about 1,500 bushels wheat grading No. 2 and 3. J. Gilroy, about six miles south had 25 bushels of No. 2 wheat per acre. Stone Bros., about half a mile northeast of Islay, had about 75 acres of wheat grading No. 3 and threshing out over 1,535 bushels. Such are some of the grain yields reported around Islay. They go to show that agriculture has long since passed the experimental stage and that Islay only needs more settlers on the unoccupied lands to make both town and district prosperous from successful agriculture.

J. J. Hannon, about three miles west, when digging a well, located a small seam of coal No effort has yet been made to develop the prospect. All coal is imported from the west.

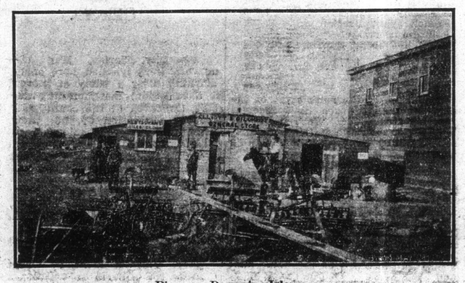
Board of Trade Want Land Cultivated

Kenilworth Lake, only two and a half miles south of Islay, is well known to those Edmonton people who spend part of their summer holidays there. A gasoline launch has been running on the lake.

The Islay board of trade has a membership of 16 business men and the following ojcers: President, E. T. Brockenshar, and secretary, S. M. Madill. The board of trade feel that the Islay district loses much good publicity because the passenger trains run through in the night and are quite safe in their assurances to the C. N. R. that there would be much more local travelling if a daylight service between Edmonton and Battleford were installed

There is talk of a local telephone exchange, but at present Islay has only a toll station and long distance connectio with the Alberta telephone system. A couple of rural lines are proposed, one to Dewberry and another to Greenlawn.

The land in the Islay district is specially adapted for mixed farming, with a fertile soil and a sufficiency of moisture. There is still considerable vacant unoccupied land for sale in the Islay district. The secretary of the Islay board of trade is not a real estate agent, but he will be glad to answer all enquiries on the subject.—F. R. F. McKitrick.



Pioneer Days in Islay.

Holiday Party at Islay.

CORRESPONDENCE.

A CIVIL SERVANT.

Editor Bulletin.

A local Baptist preacher has been loud of late in his denunciation of some marriage legislation of the church of Rome, and the echo of his sermon has found its way into the public press and to the reading public. Did he mean to have the Quebec Civil Law, or the Papal pronouncement to become the Marriage Ordinance in Alberta?

For the clearer information of those who read the report of the sermon, I crave some space in your paper to state as follows:

The Civil Law in the Province of Quebec is perfectly fair to all religious denominations. According to that law Catholics must be married in the presence of a Catholic priest. Protestants must appear before a clergyman of their respective persuasions, in regard to their matrimonial contract.

If a Catholic priest were to officiate at a marriage ceremony uniting two Protestants, he would be deserving of the severest censure and the marriage would be illegal. Likewise a Protestant minister is debarred from officiating at the marriage of two catholics. Provisions are calculated to meet the seldom occurring case of a marriage between a Catholic and a non-Catholic person, provisions to which the non-Catholic party can have no consistent objection.

But here, we are not in Quebec. One wonders why Quebec kept the preacher so busy to enlighten his audience on a subject of no home interest to them.

What had the story of a lecherous brute and an innocent soul to do at all with either Quebec or the Pope, or Edmonton?

Mirrors are possible everywhere. In Rev. A. B. Kennedy, a Baptist minister of Niagara Falls, may feel sore now for having officiated at the marriage of a couple the husband was lately arrested for bigamy and abduction; the bride is sixteen years old, and heart-broken.

Possibly a Baptist minister styles himself only a civil servant in regard to the solemnization of marriage. That is, he declines to consider the sacred character of the contract. What need is there, then, of a clergyman at all, at the function?

Why, again, are some ministers so willing to officiate at the subsequent marriage of parties that prove to have secured a civil divorce from a previous legal marriage? Do they forget by the way, that man cannot sever what God has bound together?

In every age the "Real" church has denounced divorce and distortions of the marriage bond, which cause a great deal more immorality than the Pope's Decree will ever occasion.

Herod was a statesman; he personified the State in his days; yet he was a bigamist under cover of the then existing law. John the Baptist voiced the claim of the church on the sacredness of marriage. Henry the VIII did much like Herod, and the then reigning Pope did like John.

Napoleon I. attempted, too, to walk in the footsteps of Henry and of Herod. He met with the indomitable condemnation of the Pope who lived one hundred years back.

Well, the Church must be at variance with human lust, and with some features of human legislation.

It may happen indeed that the church, for conscience sake, declares null and void a contract which the state approves. The church may happen to approve, under particular circumstances, what the state punishes with imprisonment. Consequently, there are two domains quite distinct, the one of civil legality, the other of religious conscience.

It is no fault of the church if some individuals cause their allegiance to one domain to clash with their obedience to the other.

There are still nowadays a few men who can behave according to the motto of old. "It is better to obey God than man."

Yours truly,
REV. Ls. CULERIER.

ANENT MARRIAGE LAW.

Editor Bulletin.

It is not my privilege to scan the columns of your paper every day, so I am rather late in penning my protest against some quaint remarks made by Rev. Mr. Patterson, anent the Quebec marriage law.

The Rev. gentleman should have known that the Quebec marriage law, with which he finds fault, had been in force in New France (old style) for at least a century previous to the passing of historical Quebec under British Rule.

One of the stipulations of the Paris treaty of 1763 was the maintenance of "the ancient customs and usages" of the French-Canadians in the administration of justice.

What has the Ne Temere Decree of the Pope, issued just four years since, to do with a piece of legislation three hundred years old?

Is it not the story of the lamb, who, downstream, spoiled the drink of the wolf above?

The speaker has voiced the lamentations of his consorts, most of whom ignore or know not the fundamental facts of our Canadian history.

It is fashionable nowadays in some pulpits to wax eloquent and turbit about broken homes, broken hearts, deserted wives and children, as if all this was or could be caused by the church of Rome.

How has the venerable three hundred-year-old Quebec law been a menace to the home? In a century and a half, both keeping the old marriage law, and loyal to the British rule, Quebec has increased her French population seventy times.

Where are families more steady than in Quebec? Where is the marriage bond better safeguarded by civil law and better respected for conscience than in Quebec?

Is it in Maine, or in Massechusetts Is it in Ontario, or in Manitoba, among classes of Loyalists' descendants, foreign to the Quebec people, both in regard to faith and to language?

If divorce is relatively rare in Canada at large, is it not owing to the good influence of people akin to the Quebec population?

Either the Rev. gentleman has spoken hastily, or he has meant to be funny, or he is an ignorant man—any way he has successfully and pitifully insulted the intelligence of his hearers, if the report of his sermon is substantially correct.

At this juncture, what would Protestant people say, if the Catholic clergy in their yearly conference ventured to make up their mind to denounce from the house tops, in the public press, and on the steps of the throne, the private regulations that guide their Protestant neighbours in the reception of Baptism, or in the Lord's Supper service, as variously understood and carried out by Anglicans, Baptists, Lutherans, Methodists and so forth?

It is a plain case of, let every one mind his own business. Let citizens live at peace on the streets and the market places, if by force of events they have learned to disagree on religious topics. Let busy bodies mind their own interests and not interfere with the private affairs of forty per cent. of our Canadian people.

Yours truly,
FELIX Le MOYNE,
Morinville, Alberta.

THE WAYS OF CUSTOMERS.

Edmonton, May 16, 1911.

Editor Bulletin.

Being a salesman with wide experience, I was interested in Mr. Booth's lecture published in today's Bulletin, and may say I agree with him in every particular, but I think it would be also advisable for him to give wholesome advice to customers, especially in Edmonton.

First there is the customer who is not buying and for financial reasons cannot buy, who comes shopping in the height of the afternoon, when all the help is needed to wait on customers who are buying. These people are mean enough to have no consideration for the sales clerk who has to make his book, or the impatient buying customer who is waiting.

There is also the customer who fidgets, gets behind the counter, starts pulling out the corners of the pieces, imagining that she can see a cretonne pattern or its effects or the design of a madras muslin from the corner; in reality she is spoiling stock and making a rod for the clerk's back.

Customers should allow that the clerk knows something, and as Mr. Booth says if they find out that he does not and loose confidence in him this would encourage firms to employ competent clerks

Also there is the customer who comes in for something she has seen written about in the fashion paper and who is too pig-headed to take the clerk's advice when he shows her something which is far more appropriate and far better for her purpose than what she is looking for. Especially is this so in house furnishing. A clerk who knows his business should be able to blend any colors by apportioning the proper quantities.

But the greatest abomination is the customer who has known that she wanted a certain article for weeks and comes rushing in all in a hurry, wants it delivered special, causing ill-feeling between clerks and delivery men, and, I am sorry to say, that managers to be obliging encourage this. The old Scotch system of specials for funerals and trains only, is the best system and ought to be adopted here also. There are many others I could mention if space and time would permit. Only one more thing—in my opinion the English woman is on the whole a pleasant person to wait on, but I am sorry to say they get into Edmonton ways very soon.

Yours,
J. D.

FRENCH MINISTER INSTANTLY KILLED

A Terrible Accident Occurs at an Aviation Meet at Paris.

Paris, May 20—France paid a terrible toll today for her magnificent endeavor to attain the supremacy of the air, when a monoplane, the driver of which had lost control, plunged into a group of members of the cabinet, who had gathered to witness the start of the race from Paris to Madrid, killing the minister of war and injuring the prime minister, his son and a well known sportsman.

The dead: Senor Maurice Bertreaux, minister of war.

The injured: Antoine Emmanuel Ernest Monis, premier and minister of the interior; Antoine Monis, son of the primier; Henri Deutch de La Mourthe, the aged patron of aeronautics, automobiling and other sports.

A large number of other persons of note had a narrow escape from injury. The accident occurred on the aviation field at Issy Les Mollineux, where 200,000 persons had gathered to see the start of the race.

M. Train was piloting the monoplane that wrought such havoc. With him in the car was M. Bounier, a passenger. Neither of these men was injured. The machine was wrecked.

Minister Horribly Mangled.

Minister of War Bertreaux was horribly mangled. The swiftly revolving propellor cut or cleanly his left arm which was found ten feet away from the spot where he was struck, the back of his head was crushed in, his throat gashed and the whole of his left side cut and lacerated

Premier Monis was buried beneath the wreckage of the monoplane. He was taken out as quickly as possible and examined by military surgeons who found that he had sustained compound fractures of two bones in the right leg, that his nose was broken, his face badly contused, and that there were bruises on the breast and abdomen. M. Deutzsch and M. Monis were not seriously injured.

Among those who had narrow escape from injury was M. Lepine, the prefect of police.

The great line of spectators bordering the flying field was held rigid by a force of soldiers. They, however, permitted the ministerial party and some half hundred other persons of distinction to walk across the files to a point where they could get a better view down the course and see the air men as they rose from the starting point and flew in their direction.

Aeroplane Capsized.

While the great assemblage cheered the ministers, Pierre Vedrine, who had been picked by many as the probable winner of the race, mounted easily from the ground. Suddenly his aeroplane capsized and fell but the aviator was unhurt from the wreckage of his machine. Aviator Train, whose monoplane caused today's accident, meanwhile had taken his position at the starting line, levers in hand and with Mr. Bounier beside him.

The breeze had been steadily freshening and the meteorological observer in the Eiffel Tower telephoned that his guage showed a velocity of close to thirty miles an hour. Train, however, left the ground. Ascending swiftly he circled the ground, surving round to the starting line and then flying down the course at a forty miles an hour gait, the machine rocking in the gusty wind.

At this moment it was observed by the commandant of the troops that the crowds were breaking the line on one side of the field and had dispatched a troop to get them back in order. The cuirassiers galloped across the field, breaking into double lines as they went.

Lost Control of Craft.

Train's monoplane here swerved toward the earth under the impulse of an air thurry, and it appeared as though the aviator was about to dash into the cavalry. The pilot seemed momentarily to have been diverted from his course and he made a quick turn to the left, toward where the party of officials were standing. Then he lost control of the craft altogether and it dashed violently into the ministerial group.

The impact knocked M. Bertreaux ten feet away, where he lay in a pool of blood badly mangled, while under the wreckage of the monoplane lay Premier Monis, his son, and M. Deutzsch. Train and M. Bournier emerged from the wreck uninjured.

A scene of frightful confusion followed the fall of the monoplane. From all parts of the aviation field arose cries of alarm and dismay, and tens of thousands of people broke through the lines and moved toward the scene of the accident. The cavalry, however, by repeated charges managed to clear the field and the injured men were given first aid to the injured treatment by the field surgeons. From the first it was seen that M. Bertreaux was fatally hurt and that M. Monis was seriously injured. After the ministers had been cared for the surgeons dressed the wounds of those who had received minor bruises.

Versions of Accident

There are various versions as to the cause of the accident, but everyone seems to agree that it occurred with such frightful rapidity that there was no time for M. Bertreaux, M. Monis and the others injured to escape.

M. Mersaand, a nephew of former Premier Dupuy, whose newspaper, the Petit Parisian, arranged the meet, said: "M. Bertreaux was just asking me who would be the next starter and I was considering my program to answer him, when, glancing upward, I saw the monoplane plunging and careening towards us.

"Look out," I cried, and the next instant the wing of the aeroplane grazed my side. Looking around I saw the minister lying in a pool of blood ten feet away, his arm severed from his body as though by a surgon's knife The minister had been horribly crushed and the blood was flowing from a cut in the throat. Premier Monis lay motionless face downward. I thought him dead. M. Deutzsch, his face ghastly pale, was trying to rise to his fee."

Saved His Father's Life.

M. Monis, Jr., said that he thought he saved his father's life by pushing him violently to the ground the moment he saw the machine plunging through the air. The ministerial party was hidden from the pilot's view by a detachment of cuirassiers. In avoiding these Train crashed down on the group like a bolt from the sky.

M. Dupuy immediately after the disaster, gave out word that the races had been suspended.

Late this afternoon, however, the aero club decided that the six hirmen who had not started today should have an opportunity to do so tomorrow.

M. Bertreaux's body was placed in a closed automobile and escorted from the field by a squadron of dragoons with swords at saiute, while tens of thousands of people stood uncovered.

Premier Monis, while being taken from the field in an ambulance, recovered over and over again in a low voice: "It is nothing, it is nothing," and when he had somewhat regained a clearer consciousness, said his injuries must not interfere with the race. He did not know that M. Bertreaux was dead.

Doctors set the fractures without the aid of anaesthetics. Mme. Monis had planned to give a children's party at her home today. The rooms were full of flowers and the premier's wife was arranging these when the ambulance arrived.

President Sympathizes.

President Fallieres called on both Mmes. Bertreaux and Monis, and the King and Queen of Denmark, who were leaving Paris in the forenoon sent ther minister of the household to express their grief.

The president summoned his cabinet and M. Cruppi, minister of foreign affairs, was designated to fulfil the duties of minister of war, pending further developments and temporarly to act as head of the cabinet.

Various reports indicate that Premier Monis might resign and the ministry be reorganized. The general opinion is held that the lesson to be learned from the catastrophe is that the rule prohibiting spectators on the aviation field should not be violated even by members of the government.

Henri Maurice Bertreaux was one of the most distinguished men in France engaged in political life. He had held the portfolio of minister of war once before, but though he relinquished this he devoted himself to army affairs. He accepted that office again in the Monis cabinet which was formed March 20 of this year. He acquired a fortune in finance and it was no secret that he cherished an ambition to become a candidate for the presidency in 1913. His death is especially untimely for France, as with M. Cruppi he was directing the present delicate Morrocan question which is still for from settled.

Another Aero Accident.

Odessa, May 21—It is reported from Tursh, the capitol of the government of the name name, that an aeroplane fell among a crowd of sight-seers on Saturday injuring 100 persons. Five of the injured are not expected to recover.

Winnipeg Grain Markets.

Winnipeg, May 20. — Cables were unchanged to 3-8 lower, there was very little demand locally, exporters were re-sellers of all grades and the bulk of the trading was confined to the last 15 minutes of the market, when the bears succeeded in breaking July wheat 1-4 to 3-8. July closed 5-8 down from Friday, May 1-2 sad October 3-8, oat prices were down 1-8. Wet and cloudy was the general condition of the weather map. Chicago May sold up 3-8, July down 1-4 and September was unchanged. Minneapolis May was 1-8 lower, July 1-2 lower, September 1-4 lower, with the exception of the official report from Prussia all news was bearish.

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