of the fine day for a drive. tting on Whyte avenue or one ntaining a gentleman and a ated a number of spectators Deputats were uninjured.

embers of Calgary Lodge, No. of Elks, who came up Friday left yesterday on return by ar attached to the regular l expressed themselves as de- ith their reception in Edmon-

an was arrested on the street evening for drunkenness. ourned case against six Ed- n for causing a prairie fire Lake, came up before Magis- ne.ly Saturday afternoon and n three of the defendants be- fined $25 and costs. The oth- were dismissed. The plaintiff esented by N. D. Mills and the s by Mr. Bown.

ew Methodist parsonage is pted and Rev. Mr. Johnson in this week.

ng on the hills between a and Edmonton the past few been attended with much dif- d in some cases cruelty to s. This forenoon the ground cularly hard and icy and only est shod horses could get a ng. Other animals pawed h heavy loads behind them, falling on their knees and requiring the assistance of ams before the steep incline ounted. The driver of one d had to leave it on a piece round where the sleigh had le he took his horses to the blacksmith and had them re- ther heavy load of meat went bank near the Edmonton Ho- was with great difficulty s again hauled to the road. se, with sleigh attached, left er near the Alberta Milling s made its escape Friday un to latest report has not ound by its owner.

CURLING CLUB

na, Nov. 10.—At a meeting rling club held last night cided to lease the curling he winter at $250. All pro- t to a most successful win- ith four or five new clubs, n of a number of new cups pspective bonspiel there no dearth of sport for the f the "roarin" game. The r the season are:

– Lord Strathcona, Senator

s.—Hon. A. C. Rutherford. J. McLean. —R. B. Douglas. ice—Arthur McLean. s—E. T. Baines. —Rev. D. Flemming. e—George F. Downes, W. H. J. F. Weir, J. B. Miller, G. tt.

kips have also been appointed will be need of more.

NJOYABLE SMOKER

njoyable smoker was held in es last night under the aus- he Strathcona Squadron of ounted Rifles. Among those m Edmonton were Major A" squadron. An impromptu as given and the usual e drunk during the evening.

ONA CHURCH SERVICES

Nov. 11th —Presbyterian — rch—Rev. David Flemming, B. preaches at 11 a.m. and 7.30 school at 3 p.m. and young day afternoon club in the ll at the same hour. Young ociety, Monday evening at 8 id-week service, Wednesday 8 o'clock.

The pastor, Rev. C. W. B. D., preaches at 11 a.m. m. Sabbath school and n at 3 p.m. Young People's onday evening at 8 p.m., rayer meeting Wednesday 8 p.m.

—Holy Trinity Church—Rev. rge, Rector—Morning prayer Evening prayer at 7.30 p. unday. Holy Communion af- g Prayer on the 1st and 3rd f the month, at 8.30 a.m. d and 4th Sundays. Sunday ry Sunday afternoon at 3

Catholic — St. Anthony's v. Father Danis, priest.— 30 a.m. on Sunday. Sunday 3 p.m. Evening Prayer at t Friday each month 8 a.m. —The pastor, Rev. T. J. M.A. B.D. preaches at 11 a. 30 p.m. Sunday School and s at 3 p.m. Epworth League eeting Monday evening at 8 ral Prayer meeting Wednes- g at 8 p.m.

Lutheran—The pastor, Rev. s, preaches every first and ay at 11 a.m. and every 2nd day 7.30 p.m. Alternate Sun- dmonton. Sunday school at

LOCALS

nk gathered in by Officer t night was fined the usual morning.

layer of ice of the season n the curling rink today and hortly be a fine sheet with old weather.

es Hospital Aid Society will onday afternoon at the home Elliott, Grandin street, for

lar monthly meeting of the rade will be held on Monday

riage took place on Thurs- ay Trinity church of Alex ir ,B.C. and Miss Susan of this town. The cere- performed by Rev. Mr. er which the happy couple eir new home by the after-

lled with visiting Elks from as upset near the Brackman yesterday afternoon while Edmonton, but none of the were seriously injured.

mercial hotel of this town old through the agency of J. y & Co. by the late owner. laghan to Mr. Austin Dunn, Ont.

me of Rev. C. W. Corey, Wed- t the marriage took place illiam Hutchins Hargreaves of Hargreaves and Bellamy, and Miss Lizzie Ellen Ro- he same place.

is of the Grandin street hold a meeting on Monday complete the organization letic association. The boys usiastically going into hock- nter.

meeting of the school board st night to consider the fin- and the estimates for the

At the home of Mr. A. H. Strathcona on Nov. 7th by George, Mr. A .E. Austin M. Scarborough.

A City While You Wait.

(Edmonton Free Press)

In the history of the Anglo-Saxon race on the North American continent, since the days when the Pilgrims landed at Plymouth Rock and commenced that era of settlement and colonization which has been for three hundred years spreading like a fan west, south and north from the Atlantic seaboard there have been enacted few more dramatic or picturesque incidents than the apropriation of the last west by the agriculturalist and the consequent spectacular production of centres of trade which are being brought into existence over night, so to speak, and projected into prominence as cities of the first rank so quickly that a kenetiscope working on the high gear would not keep pace with their movements.

There is no other stretch of country in the western hemisphere today in which there is anything like the activity that is shown in that part of Canada lying between the Red River and the Rocky mountains.

For doubters, if those there be, who having seen still doubt, evidence indisputable is found in a second's reflection on the railway development.

The statisics of railway construction in United States for the year 1906 indicate that there have been constructed or are under construction to be completed this year 5,000 miles of railway. This marks the current year as one of the greatest in railway development in the history of the American union.

In the provinces of Manitoba, Alberta and Saskatchewan there will be laid next year more than half as much steel as was laid in the whole of the United States during the present year.

The Grand Trunk Pacific alone will lay close to 900 miles of steel west of the Red River before the snow flurries cross the plains in 1907. The Canadian Pacific will put the iron on nearly 800 miles of track now being graded between Winnipeg and Edmonton. James J. Hill is laying a strip of steel 1,200 miles long across the south half of the inland empire of which 500 or 600 miles will be laid next summer. And the Canadian Northern can be confidently counted on to grade and iron 300 or 400 miles of track from Edmonton into the mountains at Yellowhead Pass.

These are the roads which will certainly be made ready for operation next year; somewhere between 2,500 and 2,800 miles. There are rumors of much more but we are dealing now with certainties only.

In the entire United States, where they built 5,000 miles of railway this year, there are close to one hundred million people. In the Canadian west where they will build 2,500 miles next year there are scarcely one million people. On a basis of population the ratio is 50 to 1 in our favor; and yet this does not tell the whole story. Most of the railroads which are being laid down in United States are being constructed to serve communities already built and long settled. Most of the railroads which are being laid down in Canada are building and settling as they go the communities which they will serve when constructed.

This is the chrysalis of the whole story and this is why we see cities like Edmonton jumping from 3,000 in 1901 to 12,000 population in 1906.

Of all the cities which are being wrought out of this wonderful era of expansion none other has a story to tell like Edmonton; and perforce none other could, for none other is to the same extent the objective point of the railway constructionist. All lines are headed this way and all railway profiles have Edmonton marked large and red as the city of their desire.

It is a perfect confidence in the knowledge of this fact which has led Edmonton people to place such faith in their town, but this very confidence has led most of us to regard lightly or with inattention the things which have been already done.

For instance, how many of us are aware that the building for the first ten months of this year is two and one-half times greater than for the whole of last year.

In 1905 the building of Edmonton was $702,724. To the 31st of October, 1906 it was $1,755,829.

The following are the official figures taken from the returns in the building inspectors office:

BUILDING RECORDS.

January	$ 12,418
February	56,920
March	102,915
April	218,927
May	169,825
June	244,010
July	207,410
August	212,165
September	212,311
October	307,928
Total	$1,755,829

This places Edmonton as fifth in building among the cities of Canada, being surpassed only by cities of the very first magnitude. Montreal, of course, leads with close to $15,000,000 of building for this year. Winnipeg comes second with $11,676,000 to date. Toronto, although second largest, in population in the Dominion, is third in building so far, being just half a million behind Winnipeg. Vancouver the Sunset Doorway of the Dominion is fourth with a promise of crowding the four-million mark before the close of the year. Edmonton is fifth with its $1,755,000 outstripping by hundreds of thousands many cities of much larger population such as Hamilton, London, Halifax, St. John, Ottawa and Quebec. Regina, Edmonton's husky rival for western pre-eminence, is less than a quarter of a million behind us and coming strong in the stretch, her building to October 31st being $1,597,538. Calgary, Lethbridge, Brandon and all other western towns, while showing phenomenal growth, are far enough down to be ranked among the cent-belt cities of the east where progress is measured by geologic periods instead of with a stop watch.

In the City of Edmonton since the first of January, 1906, there have been built or there are now under construction 858 buildings of all classes. There has been no time since the snow went off last spring and even before, that the resident within the city limits would get beyond the music of the hammer and saw. Considering that there have been six large hotels added during the summer it would be safe to estimate that the buildings provide accommodation for five persons each on an average, which means that four thousand more people find accommodation in Edmonton this winter than did last. Nevertheless there have been 2,500 people under canvas in the city all summer and there are still many who cannot find other accommodation. Looking at it in another way, over 1,000 lots which last spring were speculative property have been withdrawn from the market and are now being used for residential or business purposes. This is a phase of the case which should tend to stiffen the real estate market.

To look at it in yet another way, there have been 578 dwellings built within the past ten months and when it is considered that the average cost of all the buildings constructed was over $2,000 it will readily be seen that no city in America is building a greater proportion of comfortable homes.

In the public buildings constructed Edmonton leads the whole of the west. The new separate school cost $45,000. The Y.M.C.A., which is being built on a purely voluntary subscription will cost $50,000. The Edmonton club now nearing completion will cost $19,500. The Isolation hospital cost $19,000. The new telephone central being built by the city will cost $22,538 for the building alone. The C.P.R. spent $11,000 on a freight shed which is regarded as for temporary purposes only. The Immigration hall erected by the Dominion government cost $10,000.

Among the hotels, the new palatial King Edward, which will be opened in a few days cost Ferguson & Calhoun $35,000 exclusive of the plumbing, heating, decorating or interior finishing and the Castle cost $22,000 on the same basis while the Cecil which is already running several weeks, long enough to be counted one of the old timers, cost $20,000. The Edmonton hotel spent $5,000 on an addition and $3,500 to rebuild and modernize the Jasper.

Among the big buildings down town the most costly was the handsome structure being erected by the Imperial Bank, the pioneer banking concern of the city. The estimate calls for a $75,000 building. The Credit Froncier are spending $35,000 on their building. Revillion Bros. are building an addition to their already mammoth stores to cost $35,000. John Somerville's new hardware store on First street will cost $28,000.

Among the mercantile people, almost every one of them have found it necessary to build greater warehouses, some of them finding it necessary to start a second and even a third one before the first was completed.

A partial list of the wholesale and warehouse buildings constructed during the past summer is as follows:

Telfer Bros.	$17,565
Edmonton Ice Co.	3,100
Campbell Furniture Co.	3,700
Bellamy Implement Co.	2,800
Edmonton Produce Co.	1,000
J. W. Lachambre	10,000
James McCready	2,100
Ross Bros.	1,400
Geo. Hutton	1,600
J. W. Walker	2,199
Revillion Bros.	1,200
D. R. Fraser	1,200
Arthur Congton	3,500
Alberta Milling Co.	1,000
McDougall & Secord	1,400
Chas. May	500
Robert Warden	1,400
Revillion Bros., College Ave.	2,500
H. Watts	2,000
City of Edmonton	2,350
Edmonton Milling Co.	3,000
J. H. Watts	1,500

The Great West Saddlery spent $5,000 enlarging their premises and the Edmonton Tent and Mattrass Co., had scarcely finished a $3,000 factory when they found it necessary to commence on a $6,000 building for the same purpose.

John Walters, Cushing Bros. D. P. Fraser and W. R. McInnis have all found the lumber business such as to warrant extensive enlargements. Ten thousand has been spent in enlarging the printing offices of the town. The number of restaurants, rooming houses and boarding houses which have been built would fill half a column.

The Cere of the Grain Producer

CORROBORATIVE STATEMENT

William Floyd, laborer, made a declaration that on Nov. 8, 1905, he, at the direction of Mr. Storey, the agent in charge of the Winnipeg elevator at Oakville, bagged up a lot of screenings, 10 bags in all, and had afterwards helped Mr. Storey to put these screenings in the hopper of the elevator and elevate them into the shipping bin. The only evidence in rebuttal was an affidavit by Albert Storey, the agent in question to the effect that he had never loaded any wheat into this car but that bought by Mr. Body and that no screenings had been added, etc., etc.

The whole matter had been brought before the warehouse commissioner and there was a lengthy statement from Deputy Commissioner Snow which concluded as follows: "Looking at the fact that both parties admitted the grain was well cleaned, it is rather surprising how so much dirt was in the car and more especially so many fine seeds which any cleaner could be made to take out, but the question is complicated by the fact that the car was partly loaded by Mr. Body at the loading platform and then finished by the Winnipeg Elevator Co., and it is impossible to hold anyone liable or something they have not done, the same as it would be if they had the handling of all this wheat."

At the close of this case by Mr. Meghen, Mr. Body took the stand, and answered some questions mainly asked by Mr. E. Goldie, who desired to bring out just how Mr. Body had sold the car. He stated that he had not seen the car after it was finally loaded, and had not sold it until about ten days after, but there had been an understanding that the Winnipeg Elevator Co. was to have it if they paid the same price as anyone else.

J. H. Matcalf, manager of the Farmers' Trading Co., called attention to a case where he had ordered cars of barley shipped over the C.N.R. to a special bin in the King's warhouse at Port Arthur, but the other railway company had sent them to their own elevator at Port Arthur. The barley had been bought specially for brewing purposes and it did not answer to have it mexed even with barley of the same grade. He had called the railway's attention to the matter and they had pointed out that clause 2 of the back of a special bin contract gave them the power to do this. He considered this a very arbitrary measure and he thought the clause should be ammended.

Another grievance brought forward by Mr. Matcalf was that in a car shipped by Mr. M. A. Ferriss the outturns did not come to hand, and it was found that they had been sent to "A Ferriss." This delay had caused a loss from extra storage, and he thought the railway company should be held responsible for it.

David McCowan, clerk of the rural municipality of Portage la Prairie, presented a case for John Ross who had shipped a car and ordered the outturns to be sent to Mr. McCowan. They had been wrongly addressed to "D. MacDonald," and this man had also been put to a loss by having his wheat run into a second term of storage.

W. N. Gray, a farmer of Portage la Prairie, presented a case with reference to two cars of wheat, one of which was graded No. 1 northern, and the other rejected for wild oats. About two weeks after he had received a letter from Mr. Horn that the rejected car should have been graded rejected smutty, No. 1 northern when cleaned. He had sold the car on the rejected grade and wrote Mr. Horn to that effect. Later Mr. Horn had sent him another certificate of grade, which read: No. 1 northern rejected. He did not know what was the meaning of it all.

George A. MacHan, of Bagot, mentioned a case of a car that had been shipped to the Alex. Brown Milling company, and by mistake had been sent to the Lake of the Woods. It had been cleaned and loaded, the car amounting to 897 bushels. The Lake of the Woods claimed that it only unloaded 832 bushels. He thought this shortage had come from the Lake of the Woods cleaning it again before weighing it. Mr. Castle had advised him to go after the railway company but he had not done so.

It was pointed out to him that this was the only way to proceed. This closed the evidence for today. The sittings open tomorrow at 10 o'clock and the commissioners will leave on the evening train for Brandon. From there they will go to Cypress River, and after that the next move is not

A TIMELY CORRECTION.

The issue of the Toronto Globe of Nov. 3 contains a letter from F. T. Fisher, secretary of the Edmonton Board of Trade objecting to the statement in that paper on October 20th in the magazine supplement containing a harvest scene on the farm of Mr. Thos. Daly, who is referred to as "a Northern Alberta farmer." Mr Fisher points out that Edmonton is in latitude 53 degree 30 minutes or 455 miles south of the Northern boundary of the province. Further a middle line east and west would pass approximately through Athabasca Landing, Edmonton, and the Edmonton district is essential y Central Alberta.

Similarly Mr. Fisher draws attention to the prevalent misuse of the "Northwest." It is the common habit easterners to refer to the settled portions of western Canada as the "Northwest." A glance at the map quickly shows this is even more erroneous than describing Edmonton in Northern Alberta.

As Fort McPherson, the present northern limit of Edmonton's established trade connections, though by no means the limit of the Dominion in that direction, is some two thousand miles from the interhational boundary, obviously sections of the country lying only two or three hundred miles from the boundary cannot, with the faintest degree of accuracy, be described as the "Northwest."

Bon Accord, Nov. 1 1906.—The following is the weather report for this Station for the month of October.

Date	Max.	Min.
1	60.4	39.2
2	60.3	32.8
3	44.7	37.2
4	48.0	33.6
5	53.6	33.8
6	47.0	41.2
7	49.3	38.3
8	45.0	29.5
9	66.0	27.8
10	75.6	34.2
11	65.8	49.5
12	48.6	40.8
13	61.2	34.7
14	57.0	43.6
15	56.2	27.0
16	58.0	2.59
17	53.0	32.5
18	45.2	31.6
19	41.0	31.2
20	44.8	28.0
21	47.1	26.0
22	53.2	30.5
23	57.0	26.2
24	58.5	33.0
25	51.0	34.5
26	49.0	30.5
27	48.5	23.2
28	49.5	36.4
29	47.0	19.8
30	53.0	22.5
31	46.5	23.6
Rainfall inches		0.50

History of the Guelph Street Railway

Mr. F. W. Galbraith writes the Bulltin from Calgary:

"As a former resident of Guelph I was much interested, as well as gratified, with the very favorable showing of the Guelph street railway under municipal ownership and civic management detailed in last night's issue, and I would cordially support those who are endeavoring to have the progressive city of Edmonton adapt a similar far-sighted policy.

"The Guelph street railway owed its inception in 1895 to the public spiritedness of Mr. Geo. Sleeman, a widely-known Ontario brewer and one who has served the city of Guelph as mayor for five or six years at different times. He was in advance of his time in this project, however, as the city had not enough population to maintain the road on the basis on which he ran it ,and his expectations of radial railway connection from Hamilton and other districts did not materialize within the time anticipated. He turned down one or two fairly favorable offers for the road as part of a radial system, notably that of the Grand Valley Railway company but financial difficulties finally overtook him and the banks took possession of the street railway among his other assets on which some $98,000 had been spent, but which at that time, 1898.00, did not pay running expenses, yet alone any capital charges. The banks were trying to sell the road and, to that end, renewed existing charters for radial extension and secured new ones. The road had a fifty-year franchise, of which only five or six years had run, and the city council, in view of the likelihood of the road passing to outsiders, had a provision inserted in the banks' bill in the Legislature concerning the road which gave the property owners the option of buying the road for $78,000. Barring the telegraph and telephone companies, this was the only civic service which had rights on the city streets, as the citizens had bought out the gas and electric light and power plants a year before. In order to preserve and secure full rights on their streets, and in order to hold the entrance of radial roads to the city on terms satisfactory to the city, the ratepayers bought the street railway from the banks, though it was not a paying concern, and the council appointed as directors of the road the mayor and chairman of railway committee, and three citizens from among those who had been active in supporting the civic ownership scheme, these men were Mr. J. W. (now Ald.) Lyon, president; Mr. G. B. (now (Ald.) Ryan, and Mr. J. J. Drew, and it is to the marked business ability of the board and the excellent management of Manager Hackney that, within three years, the road has not only been vastly improved, but has been put on a profitable commercial basis.

"The population of Guelph, at the 1905 census, was 12,596, and the O. A. College community almost adjoining, adds practically another thousand of population, but a very valuable addition it is, as the Ontario Agricultural College travel of students and visitors is probably the most vital factor in the road's receipts. The director, early saw that the road needed considerable improvement, and they submitted a by-law for $30,000 to provide for the purchase of a park outside the city, to buy a storage battery, to make provision for switches to factories, to get additional open cars and other equipment, &c. Ald. Lyon has the reputation of getting almost anything he wants, as he is a man of resistless energy, and he got his by-law carried, though all the by-laws submitted at the time did not pull through, the directors have the money for factory switches still in the bank, as, owing to steam railway complications, the manufacturers were not disposed then to pay for putting in switches, but the rest of the money has been expended, and has proven a very profitable investment. Riverside park on the spur, a mile or so out, just balances the O. A. College service on the other side, and can be served without any change in the regular twenty-minute schedule. In the summer, when the traffic warrants, a ten-minute service is given, and, by means of the park in which a small menagerie has been started, band concerts, picnics, round trip tickets in the evening, an open ice rink, and, for this coming winter, a toboggan side, the local traffic has been remarkably stimulated, and the citizens would not think of parting with the road, a cash offer of $125,000 for a property which cost the citizens $108,000 having been quietly ignored last year.

"The regular travel goes at a 3 cent rate—book of 100 tickets being sold for $3.00—and there are the usual 8 for 25c, 6 for 25c, and 5c fares. The St. Thomas (Ont.) street railway, also a municipal concern, carries its regular travel at 8 for 25c, but no privately owned road in Canada, or the States either, so far as I have heard, gives such a cheap and convenient and up-to-date service to its community as does the Guelph street railway

"Another factor which I should mention is the money spent on the maintenance of the road, independent of the cost of merely running the cars. It is safe to say that no street railway in Canada, in proportion to its income, spends so much money annually in keeping its roadbed, cars and property in first-class shape as does the Guelph street railway. It is a pleasure to ride on the smooth roadbed of the Guelph road, and the contrast between its smooth running and that of privately owned concerns in Hamilton and other Ontario cities is

connect with the Canadian Pacific, and which the C.P.R. leased for 99 years ,the city to get 40 per cent. of the gross receipts. For years these receipts ranged from $5,000 to $10,000 annually, for the year ending Oct. 1, 1906, they were $16,000. The road has now been extended by the C.P.R. from Guelph to Goderich, and the city's portion of the traffic receipts stands to be greatly increased by the new traffic passing over the road.

"Get our best men interested, get them to give some of their valuable business experience and ability to the public good on municipal commissions or boards; and there is no doubt about the success and advantage of municipal ownership in Edmonton. The key is good business management and it has paid Guelph generously." marked.

"Guelph is a very strong municipal ownership city, because of the very gratifying success of all its public utilities. The net profit of the gas and electric light and power plant last year after allowing for depreciation and paying interest and sinking fund charges was about $12,000, on a capital of $135,000. Fifteen or twenty years ago, the citizens invested $200,000 in the Guelph Junction road, a steam railway fifteen miles long to

MUSICAL AND THEATRICAL COMPETITION.

The executive committee in charge of His Excellency's Musical and Theatrical Trophy Competition to take place at Ottawa in the week commencing January 28th, has announced that each competing company must be prepared to meet its own expenses, it being understood that the various competing companies are representing their respective cities for the honour of winning His Excellency's Trophy, and the cities eligible to send such representatives companies will doubtless assist in defraying their expenses.

The transportation committee, however, are confident of obtaining special railway rates, of which prompt notification will be given within a few days.

The reception committee will also arrange for the lowest possible hotel and boarding house rates and in addition thereto as many members as possible of the visiting companies (especially those from a distance) will be entertained in private houses during their stay in Ottawa.

The general committee at Ottawa has assumed all the expenses in connection with the theatre for the week and all other incidenta expenses.

Following are the conditions of the competition open to British North America.

1. The competition will take place at Russell theatre, Ottawa, during the week commencing the 28th of January, 1907.

2. Each provincial capital city, and each city having a population of 50,000 and St. John's, Newfoundland, may send one company. If two or more companies in any one city desire to enter the competition, the one receiving the endorsation of the Lieutenant Governor of the Province shall alone be entited to enter.

3. The entertainment given by each company shall be limited to one hour and a half.

4. The character of the entertainment, whether musical theatrical or otherwise shall be absolutey in the discretion of the respective companies.

5. The number of performers in each company is imited to 50 but they must all comply with the decision of the executive committee respecting amateurs as follows: "No person who has within the past five years lived by the profession of music or the drama is eligibe. It is not intended to exclude musicians, or dramatists, who, while music or the drama is not their main calling, have accepted nominal pay from church choirs, amateur musica organizations and amateur dramatic associations."

6. Entries must be made before the 1st of December. Previous notification of intention to enter will be of service to the committee.

7. Companies may comprise either ladies or gentlemen, or both.

8. Renditions may be either in English or French.

F. C. T. O'HARA.
Honorary Secretary.

Ottawa, Nov. 6th. 1906.

WESTERN ITEMS

Preliminary steps have been taken at Regina, by the executive of the Agricultural Society for the inauguration of a provincial exhibition, which it is expected to old next year. A committee has been appointed to wait on Hon. W. R. Motherwell to ascertain on what conditions the department will lend assistance, and after this conference a definite scheme will be undertaken. It is said there is a probability that the old association will have to dissolve and reorganize under the Joint Stock Companies' Act in order to get the government to co-operate, but this will not be definitely known until the minister of agriculture has been interviewed.

The first session of the new Presbyterian Synod of Saskatchewan opened last week at Regina with a large assemblage of ministers and elders. The moderator, Rev. John Leishman, presided.

The campaign for subscriptions to a Y.M.C.A. building in Regina has already shown a handsome profit. About $60,000 have been subscribed, of which more than $50,000 was contributed by business men, and over $5,000 by young men of the city. The campaign will be continued aiming at a total of $100,000.

Four cars of a freight train jumped the track about a mile south of Innisfail last week, causing a delay to the north and southbound trains. None of the crew on the freight train were hurt.

The directors of the Innisfail Agricultural Society held a meeting on November 2nd. Matters relative to the organization of farmers will be considered at the next meeting, to be held on December 10th. A motion, proposing that the society hold a seed grain fair this winter was carried.

Voting on the bylaw to borrow $23,000 for the purpose of erecting a new public school, in Innisfail district, resulted last Wednesday in the bylaw being carried. The vote was 29 to 7.

The young men of Innisfail are working toward the establishment of a club in that town, and a canvass for support and subscriptions is being organized by the committee in charge.

The finding of a human skeleton on the shore of Big Lake recently solved the mystery which has surrounded the drowning of Tom Jackson of High River a year ago. At that time the lake was dragged for the missing man, but all search was futile. The discovery was made by Mr. Inglis, a farmer, in the vicinity of Big Lake. The body was lying face downwards about eight feet from the water, which the year. The position of the body indicated that poor Jackson had made a gallant effort to gain the shore, as he was only eight feet from the water's edge and caught in the long grass.

A large sugar beet grown by J. W. Jewell of Frankburg and weighing 8 1-2 pounds, is on exhibition in a High River office. Mr. Jewell, as a result of a careful experiment during the past season, claims that sugar beets can be most successfully and profitably produced in the High River district. The acre of beets cultivated by him will produce beets averaging 2 3 4 to 3 pounds. Something of a general interest has been created, and some residents of High River suggest the consideration of a sugar beet factory.

Large sales of cattle have been made on the ranges about Calgary, where the shipping stock is being rounded up.

Mr. George Clode, of Fernie, an old-timer, who was well known and highly esteemed throughout the Pass country, died suddenly last week. Mr. Clode died in the hospital at Fernie after chloroform had been administered to him and before the intended operation was begun.

A ROYAL WEDDING.

Prince Arthur of Connaught, whose visit to Edmonton during his Canadian tour last summer, is still pleasantly remembered, is to wed Lady Victoria Manners, daughter of the Duke of Rutland. Lady Victoria is a niece of Hon. Claude Manners, of Moosomin, Sask. For more than two years this attachment has been an engrossing topic in English society circles. The King, however, refused to sanction the engagement, and it was said that the diplomatic trips of the prince abroad were designed to divert attention from his little romance. This, however, proved futile, as the announcement of the prince's engagement to the lady of his choice shows.

The constancy of Prince Arthur to Lady Victoria has at last overcome the objection of King Edward to the proposed bride's lack of dowery, and his royal uncle after two years of waiting ,has given his consent to the marriage.

For many months after the refusal of the King to give his consent except on terms exacted, Prince Arthur was with difficulty restrained by his royal relatives from renouncing all his rights to royal position and marrying despite his uncle's opposition.

The genuine affection shown by the young couple is reported to have aroused the King's admiration, and finding that all his plans for Prince Arthur's future were obstinately opposed by his nephew unless they included his marriage to Lady Marjori, finally gave his consent to their union.

Lady Marjorie, who was born in 1883, is very pretty, and has been extremely popular in London society. She is a petite brunette, with piquant features and soft brown curly hair. She has been a favorite model for many great painters, and no girl of the present generation has been more painted than she. Her mother (best known as the Marchioness of Granby) has made pencil pastel sketches of her in every position, and she has been sculptured in half a dozen poses.

WANT BOUNTY ON ZINC.

The subject of zinc duty and bounty has been engaging considerable attention in British Columbia for some time. Thomas Jones, works manager of the Canadian Metal Company, had this to say of it in Nelson recently:

"I do not think that there is any part of the mining industry which more deserves help than does zinc mining and reduction. When I first came into the country many of the Slocan mines which had mills, were letting their tailings go to waste down the streams. Under my earnest representations this ceased, and now the mills have mostly followed the example afforded them, at my suggestion, by the Slocan Star, and are saving their zinc and storing it for a market. The Slocan Star to my certain knowledge, within five months after the alteration of its mill, sold its zinc savings fo [illegible] 000, a sum very well worth having. The Slocan Star, owing to the present unfortunate litigation, is not running its mill regularly, and in consequence the same output is not now being maintained."

"There is no doubt," continued Mr. Jones, "that there is plenty of zinc in the country. Many a lead mine owner will tell you that he has four tons of zinc to one ton of lead ore. The question is to get a market for it. The situation is critical. There is a consumption in Canada of about 2,000 tons per annum. Japan needs from 3,500 to 4,000 tons yearly and China about half as much. As to the market in the United States, from that Canadians are entirely excluded, as it is perfectly protected by the import duty. Hence, although it is the highest market in the world, we cannot get access to it because of that duty. Now the Frank smelter, as renovated, will be able to handle about 30 to 40 tons of zinc ore daily, from which will be obtained about 10 to 15 tons of spelter, averaging 12 tons probably upon the present basis. This means a production of about 4,000 tons a year, or twice the requirements of the Canadian market. But were we bounty fostered we could then enter upon the markets of the Orient, and compete successfully with the United States, and probably be able to market the whole of our product."

Mr. Jones stated that while the smelter of the Metal Company has been shut out temporarily, pending alterations, it shipped last month a first consignment of spelter, 46 tons in all, to Montreal.

THE GREAT WESTERN COAL FIELDS.

Ottawa, Ont., Nov. 12—T. C. Denis, of the geologic survey, in his report on the Western Canada coal industry, states that there are twenty well equipped collieries in Alberta and Saskatchewan, besides countless smaller mines supplying coal for local wants. In 1906 the production was a million tons of the value of over two million dollars. In eighteen years production had increased fourteen fold. The coal bearing areas of these provinces are placed at 65,000 square miles.

HILL WANTS FREE TRADE.

Chicago, Nov. 10.—James J. Hill was the guest of honour at a banquet of the Merchant's Club to-night and delivered an extended adress upon "Chicago's interest in reciprocity with Canada." In the course of his lecture he recited figures showing that the trade with the people whom the United States will be able of reach by the construction of the Panama Canal, amounts to only about $54,500,000 annually, while the United States trade with Canada is over $200,000,000 per annum He continued, "Whatever commercial policy confers the greatest benefits upon the whole continent will best advance the various parts and this city would receive and confer insettimable benefits under a more liberal trade convention. Canada will, in any event, and under its systems be opened up and highly developed; would it then be disadvantageous for us to share in the product of the fields of Manitoba, Alberta and Saskatchewan? The time is opportune for a practical movement towards better trade relations with Canada. There has been increasing agitation towards our attitude and already the fact that our average tariff against the Dominion is 49.85, while that of Canada against the United States is 34.83, causes comment and suggests reprisals." In conclusion he pleaded for either free trade or ample reciprocity between the two countries.

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