

EDMONTON NEWS

LOCAL. The death took place at Tomahawk on October 10th, after a lingering illness, of Mrs. Mary McDonald, aged 77 years, leaving a husband and three children, one of whom, Miss Mamie, has been fined six years in the employ of the Bulletin. The funeral took place at Tomahawk.

FINN CASE HAS BEEN SETTLED. The case against J. Harry Finn, formerly of Edmonton, who was arrested last week in St. John N.B. has been settled and Finn has been released from custody. He was charged with obtaining money by false pretences in selling lots in Parkdale, a subdivision of Edmonton, the title of which rested with his mother. The arrest was made by the St. John police on a wire from Inspector Worsley of the R.N.W.M.P. of this city. Corporal Davies was all ready to bring the increased back to Edmonton when the case was settled.

Announcement

Commencing January 1st, 1931, all subscriptions to the SEMI-WEEKLY BULLETIN must be paid strictly in advance.

Subscribers will be notified at least thirty days before their subscription expires, and unless the same is paid promptly THE BULLETIN will be discontinued one week after subscription is due.

NEW BRIDGE FINISHED. The new east end bridge over Rat Creek at Kinnaird street, constructed at a cost of about \$7,000, is about completed. There is no entrance to the bridge at the north end or at the south end and it has not yet been decided whether the bridge will be constructed this fall.

SEATTLE MEAT PACKER HERE. Charles Bruhn, of Seattle, of the firm of Fry & Bruhn, proprietors of the largest meat packing plant on the Pacific coast, is in the city today, in company with Edwin Auld, along with whom he is interested in large real estate properties in this city. Mr. Bruhn has made a tour of the farming country around Edmonton and visited the J. Y. Griffin packing plant of which so much has been said among the meat trade at the coast. He was surprised to see the extent of the plant and did not wonder that the Edmonton concern is making a strong bid for the coast business.

ARE EDMONTON PEOPLE. The men Demers and the two girls Gilbert and Sherman, mixed up in the shooting affair at Camrose, Saturday night by which John Thompson now lies in the hospital with a number of shots in his body, came from Edmonton several weeks ago. Demers now out on \$2,000 bail pending hearing on Friday. Four young farmers, said to be the influence of liquor visited the house which was one of ill-repute in North Camrose on Saturday evening and started breaking windows. The shot which is thought to have been fired from the house was the result.

TOFIELD TO BATTLE RIVER. George H. Webster, contractor for the first fifty miles of the Tofield to Calgary branch of the G.T.P., told the Bulletin today that he expects to have the grading completed as far as the Battle River and that the steel laying will probably be finished about the lower of Camrose. Thirty-five miles of the grade takes it to the Battle River, and the entire out-of-the-ground work on the line is now working south of the Battle River in the Stettler direction. Mr. Webster said that the first week in July and he have been doing record work ever since. Between the Battle River and Tofield there is a lot of grading to be done into Tofield, and with this done this important part of the grading on the line will be completed.

ALIX WANTS PAIDROAD. W. F. Puffer, M.P.P. of Lacombe, introduced a delegation from Alix to Premier Rutherford at the government buildings yesterday to urge that the influence of the government be exerted to end that the G.T.P. line from Tofield to Calgary run through Alix. It was pointed out to the Premier that it had been the intention of the C.P.R. to run north from Cheadle to Alix, but that this plan had been changed and the C.P.R. did not run north of the Red Deer river. Several surveys of the G.T.P. had been made and one of these ran through Alix but there was no assurance that the Alix survey would be the one chosen. The delegation asked the Premier that some effort be made to give the desired assurance and the Premier promised to see what could be done. In the delegation were Messrs. Hicking, Yarwood and Sanderson, of Alix, and Williams, of Lamerton.

MAILS TO THE NORTH. The Post Office Department has arranged for a special mail service similar to that of last winter to Fort Resolution, Fort McPherson and intermediate points. Mail will leave Edmonton on November 22nd for Fort McMurray, (or Fort McKay) Fort Chipewyan, Smith Landing, Fort Smith, Fort Resolution, Harewood, Fort Providence, Fort Simpson, Fort Wrigley, Fort Norman, Fort Good Hope, and Fort McPherson. Mails will leave Edmonton on January 7th and February 7th for Fort McMurray (or Fort McKay) Fort Chipewyan, Smith Landing, Fort Smith, Fort Resolution. It is necessary to limit mail matter for the despatches to letters only. Preference will be given first to registered letters, and second to ordinary letters according to the date of posting.

GLADSTONE PIONEER DEAD. Gladstone, October 19—John F. McQueen, one of Gladstone's pioneer merchants, of late years a farmer near Gladstone, died this morning. Three daughters at home, Eva at Alexander, and two sons, Gordon at Winnipeg and John at home survive. Flags are flying at half-mast on the business houses. The funeral arrangements have not yet been made.

A GREAT CONVENTION. Reports from every part of Alberta go to show that there will be a large attendance at the big Sunday School Convention in Edmonton, Oct. 27, 28 and 29. All denominations are interested and will be well represented. General Secretary Kenny expects fully 40 persons to travel 300 miles, or over each way in order to be there. Marion Lawrence, General Secretary of the International Sunday School Association, and Paul E. O. Excell, of Chicago will assist. A choir of 300 voices and a host of the most prominent workers in Alberta will also take part. The committee is certain that much over 100 delegates will attend and single fare will thus be secured on C.N.R. and C.P.R.

CAR SHORTAGE IS FACT. J. H. Thamer, Alberta representative of the Grain Growers' Grain Co., of Winnipeg, informed a Bulletin representative this morning that his company handled 1,000,000 acres of grain per week in the West in the month of September and that in the two weeks of October have handled nearly 1,200,000 bushels per week. "I have just come from Calgary," said Mr. Thamer, "where I found that the farmers along the line from Calgary to Macleod are taking every opportunity to contract for cars. Cars were idle and that there was no such thing as a car shortage in sight. That statement is entirely wrong. In the short distance from Gravelly to Claresholm, 500 cars are wanted at once for grain shipments and they cannot be had. While in Calgary, I called at the grain inspector's office and found that only eleven cars have been inspected more than last year at this date. This represents an increase of 12,000 bushels of grain. This would go to show that the C.P.R. is not moving the cars with any greater speed than last year."

DEATH OF C. R. W. BIGGAR. Word reached the city Sunday of the sudden death of Charles Robert Webster Biggar, father of O. M. and Dr. J. L. Biggar, of this city. Mr. Biggar left his home in Toronto on Saturday to go to Hamilton, and at about eleven o'clock his body was picked up beside the G.T.P. tracks near Bronie street, about three miles from Toronto. The coroner decided that no inquest was necessary. It is believed that Mr. Biggar, who was subject to apoplexy, from which his father died, felt an attack impending and sought relief in the freer air on the platform of the car, from which he fell.

PROVINCIAL APPOINTMENTS. The following provincial appointments, erection of public school districts, etc., appear in the last issue of the Alberta Gazette: H. A. Feinberg, of Greenlaw; the pound to be kept on the southeast quarter of Section 30 Township 29, Range 4 west of the Fourth Meridian. G. Gordon, of Dinton; the pound to be kept on the northwest quarter of Section 19 Township 29, Range 20 west of the Fourth Meridian. Fire Guardian. John B. Code, of Hand Hill. R. J. Ferguson, of Higgins. W. Davidson, of Raven. P. E. Cooney, of Stettler. Francis J. Thomson, of Innisfail. Walter Whitehead, of Penhold. New School Districts. The following new school districts have been created: The Jack Pine School District—Senior trustee, H. S. Denison, Jackson Coulee. The O'Donnell School District—Senior trustee, Martin Mathiason, St. Albert. The Newman School District—Senior trustee, Frank Newman, Bowell. The Hillside School District—Senior trustee, R. E. Fiske, Hillside. The Sherburne School District—Senior trustee, George Sherburne, Grassy Lake. The Avondale School District—Senior trustee, D. D. Goddard, Lemoureaux. The Borowah School District—Senior trustee, Albert Paradis, Whitford. The Boian Mare School District—Senior trustee, George Kucenzer, Whitford. The Sunny Hill School District—Senior trustee, R. W. Lickies, Taber. The Albertson School District—Senior trustee, Charles Knox, Langdon. The Milk River School District—Senior trustee, Oscar Fitzmaurice, Milk River. The boundaries of St. Albert Catholic Public School District, the Cunningham Public School District, the Turotte Public School District and the Cumberland School District have been altered and the name of the Creekside School District has been changed to the Edinburg School District. Empowered to Borrow Money. The following have been empowered to borrow money: The Coalfields School District, \$300 to build a schoolhouse; treasurer, F. W. Donald, Mountain Hill. The Pryor School District, \$700 to build a schoolhouse; treasurer, F. B. Bowley, Spring Lake. The Avondale School District, \$500 to fence site, erect and furnish schoolhouse, etc.; treasurer, W. B. Elliott, Carban. The Batt's School District, \$1,300, to purchase site, erect and furnish buildings; treasurer, C. I. Keebler, Irma.

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more than 100 per cent greater than last year. As a single illustration, of 25 immigrants registered at the nail last week, 15 were of German extraction, 7 coming direct from Denmark and the remainder from the state of Minnesota. As a rule the German immigrants are young men who wish to take up land of their own. They are generally conceded to be most desirable settlers. Mr. Webster is now getting ready to force the perennial problem of what to do with those immigrants of these inquiries, encouraging them to be located on land. Many write to learn what the chances are of getting employment in the city for the winter with a view to going out in search of homesteads in the spring. Mr. Webster usually replies at length to these inquiries, but he has pointed out to look for land but not visiting them that the market for unskilled labor is overworked as it is during the winter months, by men who have been employed on railway construction, and other work which is abandoned during the winter. Mr. Webster would not advise men to come here on the chance of getting a job for the winter as the department of the Moral Reform Association has the responsibility of keeping them should employment fail.

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LACK OF POWER TIES UP CARS. The inefficiency of the electric power for the cars on the street railway during the week ending Monday morning that has yet occurred on the Saskatchewan bridge. The car from the north, some of the passengers, the C.N.R. rails at the Cameron house, when the power went off leaving it helpless at that point. A moment later a train entered upon the bridge at the other side and before it was stopped had crossed right up to the street car. The blockade occurred just at eight o'clock. Behind the train were buses and teams hurrying to the 325 train from Strathcona to the south. Some of the passengers started to walk, others sat down resignedly to await a break of the blockade and others abused the street railway and the C.N.R. After fifteen minutes wait the power came on, the street car was enabled to back up and let the freight past, this opened up traffic on the bridge and a precipitous rush by street car, teams and buses began for the train. There was only about fifteen minutes to make the trip from the bridge, but all reached the train just in time.

ATHABASCA RELEASED FROM ROCKS. Owen Sound, Ont., Oct. 18.—The steamer Athabasca arrived at 11 o'clock Sunday night under her own steam, having been released with the aid of the steamer Janitoba at two o'clock.

THE NEW "ORLOFF" SEED OATS FOR SALE. I have a limited quantity of these oats for sale. Guaranteed Six Weeks earlier than any other variety and a great producer. PRICE PER BUSHEL \$1.00. May be had at my farm at Rabbit Hills from R. Fitzpatrick on premises, N.W. 1/4 23-51-25 W. 4, 8 miles S.W. Strathcona. MELVILLE REYNOLDS

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SEMI-WEEKLY EDITOR. VOLUME V. TWO C.N.R. TO YELLOW.

D. D. Mann Makes Announcement Concerning New Western. "We will build both Mann vice president of Northern Railway, as private car at the C.N.R. morning, talking to a committee. Mr. Mann had been extension of the C.N.R. from Edmonton to the Yellowknife to Vancouver. The transcontinental line trains running over it, and that the C.N.R. Coast from Edmonton 230 miles shorter than now. Regarding the Alberta line, he said that the C.N.R. had been contemplating the work of building a line to reach a point about 100 miles from Yellowknife. The other line would be built from the G.T.P. to the best grade to the Yellowknife, which would be practically parallel to the C.N.R. line. He said that the C.N.R. would not have as good a grade as the G.T.P. line, but he explained, he said that the present being projected, the C.N.R. would reach a point about 100 miles from Yellowknife. He said that the C.N.R. would extend the line to the Yellowknife, and other direct line from Vancouver by way of Seattle. "Which line will you build?" Mann was asked. "Both," was the reply. "The line to the Yellowknife, and the line to the Yellowknife, which would be practically parallel to the C.N.R. line. He said that the C.N.R. would not have as good a grade as the G.T.P. line, but he explained, he said that the present being projected, the C.N.R. would reach a point about 100 miles from Yellowknife. He said that the C.N.R. would extend the line to the Yellowknife, and other direct line from Vancouver by way of Seattle. "Which line will you build?" Mann was asked. "Both," was the reply. "The line to the Yellowknife, and the line to the Yellowknife, which would be practically parallel to the C.N.R. line. He said that the C.N.R. would not have as good a grade as the G.T.P. line, but he explained, he said that the present being projected, the C.N.R. would reach a point about 100 miles from Yellowknife. 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