WITH THE FARMERS

DIFFERENCES IN YIELD OF MILK

In one British Columbia cow testing association last month the average yield of one herd of 10 cows was 1,143 lbs. of milk, 39.2 lbs. of fat each. Another herd of eight cows gave an average of only 568 lbs. of milk, 20.5 lbs. of fat, or only a fraction over half as much.

The highest individual yield from any single cow was 1,580 lbs of milk, testing 3.4; the lowest yield was 200 lbs of milk, testing 5.2. One herd of 27 cows had an average production of 1,634 lbs of milk each, testing 3.3. The lowest yield in this herd was 465 lbs. of milk, testing 3.5.

In 13 out of 19 herds were several individual cows giving from 1,000 to 1,580 lbs. of milk each in the month.

Several cows gave less than 400 lbs. of milk each.

The general average production of all the 260 cows recorded in this association was 812 lbs. of milk, 3.5 test, 28.7 lbs. of fat.

This last statement, it will be observed, completely obscures the individual extremes noted above. Although a good average, and one full of encouragement to dairymen, it is manifestly only valuable in so far as it is typical of general results in the herds.

The shrewd dairyman goes much further- he inquires into and ascertains the ability and performance of each individual cow in the herd for the whole year, then he uses the information gained, and retains in the stable only such cows as attain an economical and profitable standard of production.

MINNEAPOLIS GRAIN MARKET.

Minneapolis, Oct. 5.—The Northwest got the biggest run of wheat yet at the two terminal markets. A total of 1,981 cars, on top of the record marketing of wheat, did not disclose any cessation of the country movement. The full bearish effect of this weight, along with heavy statistics all around, was offset by the Balkan imbroglio, which threatened the peace of Europe. The opening was strong, but the holding power, however, gave away under the Liberal sales, and the market settled until it became evident to the shorts that the offerings were dried up, and in the coverings a bulge took place. The cash demand, as might be expected, lagged a little with the sample table piled high with offerings. Sellers, however, held their supplies quite firm, and No. 1 Northern sold 1⅛c over December. Flour shipments were large, showing the outward movement to be 82,288 barrels. The market became oversold and closed strong on covering by the shorts. There was no special significance except the ease with which the market becomes congested on the short side.

HOG PRICES HIGHER

The hog situation has three important factors to be considered. The demand is becoming greatly augmented by the requirements of the J. Y. Griffin packing plant. The supply is weakening, as the threshing season has not enabled the farmers to put their hogs in marketable condition. As a result of these two factors, the price of hogs in the Edmonton district is steadily rising, and hog values now stand at 6 to 6½ cents per pound live weight. This factor is of the greatest importance to the farmer and may result in turning his attention once more to the hog industry.

The export cattle trade is dull, with the butcher trade steady and prices unchanged. Export steers are quoted at 3 to 3¼ cents per lb., butcher cattle 2½ to 3½ cents per lb and calves 4 to 5 cents.

FALL ERADICATION OF WEEDS.

In the western provinces where grain crops are grown continuously without any system of rotation one of the greatest difficulties with which the farmers have to contend is that of controlling the weeds. Judging from the appearances of the larger number of grain fields in the fall, the farmers are apparently of the opinion that nothing can be done towards eradicating these pests after the grain crop is cut, for in the majority of cases the ground is left uncultivated until the following spring. Most of the noxious weeds in the Western provinces belong to the mustard family. They are either annuals, winter annuals or biennials, and reproduce themselves only by their seeds. As the seeds of the mustards are very oily they retain their vitality for a long period, probably 20 years, so that the only way to eradicate them is to get the seeds to germinate and destroy the plants when they are young.

In the process of harvesting the crop a large number of the weed seeds are shelled out and remain on the surface of the soil ready to germinate when brought under the proper conditions. Many of these seeds can be destroyed by burning the stubble. When this is done fire guards should be plowed around the outside of the field to prevent prairie fires. The burning of the stubble in addition to destroying the seeds renders the land more easily cultivated. The field should then be disked or plowed very shallow. In a short time the field will be green with the small weed plants. It should then be harrowed and again disked. By repeating the operation of disking and harrowing the ground at intervals of about one week throughout the autumn the majority of weed seeds near the surface will be destroyed. In addition to destroying the weeds, fall cultivation will prevent the evaporation of moisture which is so important in the western provinces.

THE CHILLED MEAT INDUSTRY.

The committee recently formed to promote the establishment of an export trade in chilled meat, and develop the packing house business in Western Canada, and other stock-raising parts of the Dominion, met again at Lacombe on Wednesday, 30th September. Frank Whiteside, president of the Central Alberta Stock-Growers' Association, was in the chair, the other members present being James Walters, president Alberta Stock Breeders' Association; E. J. Fream, secretary Alberta Farmers' Association; E. G. Palmer, cold storage expert, and the hon. secretary, E. J. Greenstreet. W. F. Puffer, M.P.P., and W. F. Stevens, live stock commissioner for the province of Alberta, also attended the meeting.

Since its formation on July the 4th, this committee has investigated a number of subjects connected with the chilled meat trade and packing-house business, and a large number of letters have been received from people in various parts of the country, who are in favor of the movement. The writers in every case touch upon the urgent necessity of providing a better market for cattle and hogs if mixed farming is to be encouraged. It is evident from the opinions expressed that the work of the committee is being followed very keenly, in the hope that it may result in practical steps being taken to establish a number of meat chilling and packing plants throughout the country, and so build up a well-organized dead meat export trade, as a means of furnishing a ready and certain market for all the stock the farms and ranches are capable of producing.

Not only have numerous communications been received from ranchers and farmers within the Dominion, but in several cases influential firms in Great Britain have written, pointing out that a good market exists in that country for large quantities of chilled beef. In London and the South of England there is practically an unlimited demand for prime quality, and in the neighborhood of Liverpool, and in the north of England, medium and inferior qualities meet with a ready sale.

The question of supplimenting the meat supply of the United Kingdom is being seriously considered by many people in that country; not only is the need felt of keeping pace with Great Britain's ever-increasing requirements in that respect, but the question of finding some means of counteracting any antagonistic move or trade combine on the part of the opowerful American Meat Trust is exercising the minds of her legislators. For the above reasons, there is no doubt that a scheme for developing a dead meat export trade from Canada would be favorably received in the old country. As Canada is not, as a rule, slow to take advantage of an opportunity of developing her resources and building up a new trade, the above points will doubtless be considered by the Dominion government when a feasible scheme is laid before them.

Perhaps one of the most interesting expressions of opinion that has come before this committee is that advanced by Mr. R. H. Rew, one of the assistant secretaries to the Board of Agriculture of Great Britain, and bearing on a question now being discussed in this country, viz., the relative advantages of exporting our surplus stock as live cattle or as dressed meat. Mr. Rew, in referring to Great Britain's meat supply, says: "It seems highly probable that the dead meat trade will continue in the future to increase year by year, with the ever-growing requirements of our population, while the over-sea transit of live animals may be expected to diminish and eventually to disappear, as a relic of an age of imperfect economic development."

The committee hope to be in a position shortly to place a business-like proposition before the Dominion government, when it is to be hoped something of a practical nature will result.

THE WEATHER AND PRICES.

Copious rains have fallen in many parts of the Western States, pastures have improved and the number of half-fat farm cattle going to market has been greatly reduced. The number of range cattle being forwarded is about the same. Prices on good stuff have improved somewhat, according to Live Stock Commissioner Stevens, but on inferior animals there has been little or no improvement, owing to the fact that during the heavy runs large numbers were slaughtered, and put into cold storage; these will have to be disposed of before much advance can be expected in the price of live animals of the same quality. There have been several reports of failure to secure cars for forwarding live stock on the C.P.R., but with the strike being practically ended there is likely to be an improvement in this respect, and there is every reason to look for better prices to the Alberta stockman in the near future.

SATURDAY'S GRAIN MARKETS.

Winnipeg, October 3.—All markets opened weak and declined through the short session today; trading was fair and mostly confined to December and May options in Winnipeg, and these both fell. October lost ⅝, November ⅞ and May 1¾ from Friday. There was also a fair demand for cash wheat, especially of the lower grades and these in consequence advanced 1¼, while No. 1 Northern lost 1 cent, No. 2 Northern ¾ cent and No. 3 Northern ½ cent for the day. The American markets were quiet and weak. Chicago December lost 1 cent and May ⅞ cent, while Minneapolis December lost 1¼ and May 1⅛ cent.

Receipts at Winnipeg, 48 cars with 230 more in eight for Monday. Nine thousand four hundred and eighty-seven cars of wheat were inspected at Winnipeg, Calgary and Duluth (in bond) during the month of September, as against 2,046 for the same month last year. Of this number 8,024 cars, or about 80 per cent., were within the top four grades of spring or winter wheat respectively.

Winnipeg cash wheat—No. 1 Northern, 97; No. 2 Northern, 95; No. 3 Northern, 93; No. 4, 91; No. 5, 84½; No. 6, 76; No. 1 feed, 70; No. 2 feed, 65; rejected 1-1 Northern, 91; rejected 2-1 Northern, 89; rejected 2-2 Northern, 88½; rejected 1 Northern for seed, 92½; rejected No. 2 Northern for seed, 89½.

Oats—No. 2 white, 38⅝; No. 3 white, 36¾; feed, 36.

Barley—No. 3, 54; No. 4, 52; feed, 45.

Flax—No. 1 Northwestern, 1.18½; No. 1 Manitoba, 1.06¼.

American options: Chicago—December open 99, close 96¼; May open 1.02⅛, close 1.01⅛; July open 95⅝, close 95⅛. Minneapolis—December open 1.01⅝, close 1.00⅝; May open 1.05⅛, close 1.04.

C.P.R. CROP CONDITIONS.

Calgary, October 6.—The following report of crop conditions along the C.P.R. line in Alberta has been compiled by Superintendent A. Price from reports received from the various agents along the line:

Carstairs—Clear cold; few showers; no damage.

Alfedris—Clear cold.

Crossfield—Part cloudy; cold; heavy frosts.

Didsbury—Dry and cool.

Olds—Clear and cool; favorable.

Bowden—Cool with light frosts.

Innisfail—Fine and cold; some rain.

Penhold—Wet; very little threshing.

Red Deer—Fine with heavy frost.

Blackfalds—Cold and frosty.

Lacombe—Cold with showers.

Ponoka—Fine; no damage.

Wetaskiwin—Good.

Millet—Rain and cold; clear last two days.

Leduc—Threshing in full swing.

Strathcona—Cool; rainy.

Camrose—Three wet days; cool.

Bawlf—Clear and cool.

Daysland—Light showers; cool and frosty.

Killam—Cool and fine.

Sedgewick—Cloudy and cold.

Alix—Showery; heavy frosts.

Stettler—Cool and showery; frosty nights.

Okotoks—Crop very good; no damage.

High River—Light showers during week.

Langdon—Wet weather delayed threshing, but now in full swing; yield better than expected.

Cayley — Wet weather delayed ing.

Nanton—Partly dry and wet; frost.

Stavely—Rail threshing delayed.

Claresholm—Cold and wet.

Granum—Wet and damp.

Brocket—Raining; now clear and fine.

Taber—Very favorable; no damage by frost.

Lethbridge—Fine; no damage from frost.

Macleod—Wet weather.

Pincher—Snow and cold.

Cowley—Wet weather; threshing delayed.

GRAIN BLOCKADE IS MAKING ITSELF FELT

Many Communities Are Demanding Cars—Railways Appear Indifferent—Hugh McKellar Explains Some of the Harvesters' Complains Regarding Low Wages.

Winnipeg, October 6.—The loud calls for more cars from dozens of stations on the prairies mean that the inevitable wheat blockade has come. The situation does not cause any surprise among those who have watched the course of events, and the only question has been as to the time when the congestion would probably prove most serious. The blockade is a little previous, but it only goes to confirm the old saying that "the world do move." There would be nothing extraordinary for Western Canada in a tie-up of the grain traffic in November. The season of 1906 is remarkable, however, in so far as crop developments are concerned, and the car famine is only playing its part in the drama of progress by appearing so early.

Cars Have "Disappeared."

It may be that the difficulties which are now being experienced are only temporary, and it is hoped that this will be the case. Three months ago the Canadian Pacific Railway had 6,000 freight cars lying idle in station yards west of Winnipeg, and it would not be easy to believe that all this equipment had "disappeared" in the movement of the grain. It is true that more than 7,000 cars of wheat have already been inspected at Winnipeg, most of which has come in over C.P.R. lines, but even the movement of all this grain should not have exhausted the supply of rolling stock. The distribution is undoubtedly at fault, and the lack of adequate motive power is understood to be responsible for this feature of the situation. Passenger trains are running late, in some instances half a day behind, and as they secure the best available locomotives it is not difficult to imagine that the freight traffic is suffering.

Average Supply of Cars.

The real reason for the blockade, however, is the inability and practically the unwillingness of the railway companies to supply the cars as fast as they are needed. The provisions of the grain act are complied with, and the shippers get cars when these are to be had. But there is no penalty for delaying the cars before or after loading, and the company determines for itself how quickly it shall move its cars and trains. The distribution alone is affected by the grain act. Until reciprocal demurrage is enforced or some other provision is enacted which will bring down penalties, there is likely to be little improvement. The railways will supply a minimum number of cars to handle the business which arises, and for the purpose of calculating this they will take the average trade of the territory which they serve. In times of stress in transportation, such as the present, they will fall behind, and they will not worry about it. As long as they maintain the average they are content. If they undertook to move all the grain which is offered between harvest time and the close of navigation they would require five times as much rolling stock as they have now, and about 75 per cent. of this equipment would be idle for nine months from the beginning of December until the beginning of September of the following year.

Wheat Movement Will be Heavy.

The period between harvest and the closing of navigation is likely to be longer than usual this year, owing to the early date at which the cutting of the grain was commenced, and it is certain that with a continuance of the fine weather the shipments of wheat will be greater than in any other autumn season in the past.

Drouth Hinders Threshing.

The thrashermen are busy in all parts of the three provinces, and they are taking every advantage of the favorable conditions for the prosecution of their work. The chief complaint from the fields nowadays has reference to the lack of water for steaming, due to the prolonged drouth. The creeks and sloughs have dried up, and the amount of rainfall during the past month has been insignificant. Several thrashing gangs have been interrupted in their work owing to this cause. Water is the essential factor in the thrashing operation. There is straw to burn, but burning it avails little unless the "raw material" for steam is to be had. In some cases gas or gasoline engines have been substituted for the steam engine for thrashing, but these modern devices have not been generally adopted as yet. They are usually more complicated than the ordinary traction thrasher, and the farmer and thrasherman do not take kindly to them. It is not often that the supply of water for thrashing purposes causes serious inconvenience, but there is a huge crop this year, and it necessitates a great deal of thrashing in the aggregate.

Why Excursionists Complained.

The complaints of irregularity in the distribution of harvest hands are heard no longer, and it is safe to suppose that the men from the eastern part of Canada are now "sweating by the brow." As many of them as went to work on the farms have probably found employment at satisfactory rates, and the others are not subjects for concern. With respect to the others, however, a report given by Mr. Hugh McKellar, commissioner of the Board of Trade at Moose Jaw, is interesting. He was intimately associated with the work of distributing hundreds of harvesters, owing to the fact that so many of them travelled free all the way to Moose Jaw when the railway company gave them that opportunity. Mr. McKellar says: "Farmers in this district, although not in many cases wanting men when they arrived, were fair and did not cut down wages. Thirty to forty dollars per month, or two dollars per day, and board have been the standard wages paid. Forty dollars per month was given to experienced men who could handle a team of four horses at any kind of work. The man at $30 per month was only a stooker. The $2 per day man was one who could be given his walking ticket at the close of any day. There was much grumbling that the wages were not $2.50 and $3 per day. I interviewed a great many of those who came from Eastern Canada and found that fully 60 per cent. of them were not farmers nor farmers' sons. They were all classes and trades—carpenters, bricklayers, masons, machinists, clerks, butchers, tailors and painters. Most of them had not worked on a farm since they were boys; they expected to get work at their own trades, and if not would work in the harvest fields. These were the grumblers at the low wages."

Plenty of Farm Work.

It is apparent that there are several sides to the labor question in its relation to the western harvesting problem. For succeeding seasons it will be well for Government officials, railway officials, and the harvesters to show a close and proper appreciation of all the circumstances which prevail, and to refrain from headlong plunges such as characterized the arranging of this year's excursions. There is a proper time for everything, and there is no doubt that at this date twenty thousand harvest hands are finding plenty of work in various portions of the west. The work is here, but the process of connecting the laborer with his task is one which requires tact, enterprise and intelligence.

EDMONTON THE BIG CITY OF LAST WEST

United States Newspapers Tell of What Their Editors Observed in Recent Tour of West — Sunny Alberta Receives Its Meed of Praise.

United States publications still continue to publish lengthy articles about Western Canada and none of is considered complete without extended references to the capital of Alberta and the rich district which surrounds it. The residents of Western Canada are only beginning to appreciate the extensive advertising which this country is receiving in the republic to the south of us as a result of the toours of the various parties of newspaper men and women through the Canadian west during the past summer.

The Hopkinton Leader, a neat publication from Hopkinton, Iowa, in a recent issue refers to Edmonton as follows:—

"Edmonton is pleased to call itself the gateway of the great northwest in Canada. It is already the northernmost city in the provinces and the present terminus of two railroads, with others building that way. It is a city of 20,000 people, and such has been the rapid growth that thousands of people are living in tents about the outskirts waiting for residences to be supplied for their use. Edmonton is situated on the Saskatchewan river and just across is Strathcona, with some 4,000 population. The latter was established years ago as one of the Hudson Bay posts. After reaching Edmonton one is surprised to learn that there is still a thousand miles and more of country to the north and west which will be opened to settlement and farming.

Coming Commercial Centre.

Edmonton is the capital of Alberta, and because of its location and natural resources is bound to become a commercial centre. The fuel question is solved by large deposits of coal, timber is nearby in the mountains, and prospecting for natural gas and oil is going forward in that region. The town about is of a fine looking quality. The Swift packing concern of Chicago has just completed a million dollar packing plant at this place, which is an indication that stock raising is likely to be prosecuted on an extensive scale.

That the country is not so densely populated as to drive out the wild animals, is shown by the fact that in 1906 furs to the value of over one and a half million dollars were received at Edmonton.

The climate is always a matter of consideration with the prospective settler. he natives in Alberta claim to have about the finest winter climate on earth, but when they are pinned down to the records of the mercury they seem to fight shy. We learned enough to warrant the belief that it is cold enough in all reason, but that the conditions are not unpleasant when one has become acclimated. The winter season is a long one, but the chinook winds and sunny skies temper the atmosphere and give it just the right sting to keep a man in motion and up and doing."

Winnipeg Alone Outdoes Edmonton.

The Republican Gazette, published in Lima, Ohio, has a lengthy article on this part of Alberta and deals with the conditions prevailing here extensively. It says:—

Edmonton is the capital of Alberta. Next in size and importance to Winnipeg, but you will not find it on your Atlas, unless it is a recent one. Edmonton is 826 miles northwest of Winnipeg and 2,500 miles northwest of Detroit. It is on an east and west line with Port Nelson on Hudson's Bay, and about 250 miles north of Newfoundland. On a north and south line it is a little east of Salt Lake City. Those who learned from their geographies about Assiniboia may be surprised to learn that eight years ago the western territory was redistricted and two new provinces, Saskatchewan and Alberta formed, eliminating Assiniboia. The country to the north is known as the Northwest territory. Alberta is over 800 miles from north to south, and much farther from east to west.

Centre of Vast Country.

"Near the center of this vast tract is Edmonton. It is now the terminus of northern railway transportation, although settlers are to be found in the Peace River country over 300 miles farther north, and the claim is made that wheat, oats and other grains are successfully raised. One would imagine Edmonton was too far north for farming, but when we saw the samples of fine wheat, tall alfalfa and other grasses and grains, we were forced to believe what was told us about the prosperous farmers of that section, especially traveling through wheat fields day after day.

"The people who live in Edmonton do not complain of the cold. They say the atmosphere is dry and that they do not have an unusual amount of snow. But they don't like the long winter nights. The mercury in summer sometimes reaches 90, and it doesn't get dark until 11 o'clock. All over Canada baseball games are played after supper. We would have seen one at Edmonton but for rain.

"If we hadn't been told a great deal about Edmonton, we would have been greatly surprised at seeing a dozen busses and automobiles at the station when the special pulled in. This was followed by paved streets, tall buildings and every evidence of energy and activity. Surely we had found a model city, almost under the shadow of the North Pole.

People All Boomers.

"At the King Edward, Edmonton's fine new hotel, a complimentary dinner was served, after which conveyances were provided for a ride about the city. The streets are wide, the stores large and inviting, many fine homes, large school buildings, polite, intelligent people. If it were not for the signs and uniforms, one would hardly know he was in the King's domain, but rather in one of the new towns in Oklahoma. The people talk in broad English of the west and are all boomers. So many are from the states that it doesn't seem like a foreign country. Up to this point, we had seen very few colored people, but in Edmonton there are several hundred and many others have entered land in the vicinity.

The river Saskatchewan winds between Strathcona and Edmonton like a letter S through a valley about a mile wide, and between banks several hundred feet high. It is an important stream here, and from the north large quantities of logs are brought down to the big mills.

Strathcona is a town of about 5,000. Edmonton claims 20,000. Strathcona is the terminus of the Canadian Pacific, Edmonton of the Canadian Northern. The Grand Trunk now building through to the Pacific will have shops and divisions in Edmonton and an electric street car line is building that will some day connect the two cities over a large high bridge that is in contemplation.

"We were invited to the Edmonton club, which is located in its own building, an elegant brick structure overlooking the river and commanding a magnificent view for miles. There are over 400 members, many of them young men from the south and east who find here a splendid place to talk politics, business and form close friendships. While chatting with one of them, we learned that the Henry George single tax idea was being put to a practical test. Houses, all buildings and personal property are exempt from taxation, while land values supply the revenues. In addition, they have a floor rental paid by merchants, so much per foot for the amount of floor space the different stores occupy. This is graded according to the kind of business. Banking institutions pay the largest assessment, then jewelers, etc. This system has only been in vogue a year, but long enough for a practical test. We shall watch with interest the result of this long supported but never tried theory.

An Important Industry.

"Swift & Co., have just completed an extensive packing house, the largest in Canada, thus showing the importance of Edmonton as a cattle market and distributing point. The government is building a parliament house to cost a million and a quarter dollars. It is modelled after the St. Paul capital, but will be of stone instead of marble.

"Another reason why Edmonton should some day be a big town is the extent of the coal deposit which underlies the country for miles around, in fact there is a strip of country parallel with and about 200 miles east of the mountains, extending from Edmonton to Lethbridge, which is rich in coal deposits. Some of the seams are said to be 35 feet in thickness and crops out in the river bank. While some day it will be a great factor in the northwest it isn't extensively developed now. The railroads are not permitted to burn it on account of the danger of prairie fires. This was the reason why we had traveled for a week without cinders and smoke, the coal used being brought from Pennsylvania thousands of miles. In a few years with thicker settlements, the government's objection will be removed and the Edmonton mines will hum. It rained the day we were in Edmonton and several days on the trip so that we had neither dust, cinders or smoke.

SHUNNING IT.

Montreal Witness—Mr. Borden has to talk on behalf of protection a little—a very little. Amid oceans of denunciation of Liberal administration, sometimes he does not even refer to it at all, and when he does take it up he handles it like a hot potato. Mr. Monk made bold to say that free trade was dead and buried, and that all were now at one on the side of protection. He will have a surprise before he is many years older. His leader feels the rumblings even now and keeps as clear of the subject as he can. He told his Sherbrooke audience that the Conservatives were not protectionists for the benefit of the manufacturers, but for the whole of the people of Canada. It would be interesting to know who else but the protected interests and the would-be protected interests was asking for it. As the policy of protection, he said, was to keep our people at home, by giving them the work which they must otherwise seek abroad, there must be a tariff, which would carry out this intention. This looks like something out of a very old note-book. Our latest anxiety in industrial quarters has not been how to keep our people at home to fill our workshops, but how to keep people from abroad from pouring in upon them, and this not as the result of the prosperity of our manufacturers—they are chronically asking more help—but on account of the agricultural expansion of our country. Our own people used to fill our factories, but that is becoming more and more a thing of the past. Any further stimulation to workshop industry at the expense of agriculture would only hasten this change. We really need to be told some other way by which the tariff bonusing of lame industries is going to benefit "the whole of the people of Canada."

AN EXCEPTIONAL MAIL ORDER OFFER

Three Stylish Simpson Waists, each $2.95

Fashion has decreed that the lace and net waist is the most stylish kind a woman can wear this season. As a rule, the pretty ones are expensive, but by concentrating our efforts on three particular waists, bringing to bear all our facilities for large-order buying and manufacturing, we have been able to reproduce fine New York models for a mere fraction of their original price. The illustrations will show you the kind of waist we can now supply for less than three dollars. They are drawn from the garments themselves and we feel sure they will please the most particular people.

The first is a beautiful model fashioned after an expensive New York creation. It is made of fine Point d'Esprit Net, lined throughout with soft Jap silk. The real loose Mikado sleeves are finely embroidered with smart and dainty designs in silk. The whole front is of tucking and rows of insertion in two different designs, back tucked and trimmed with insertion. The cuffs and neck of rows of insertion edged with frill of lace. Extra Special $2.95

The second is a very pretty creation of fine Point d'Esprit Net, lined throughout with soft Jap silk. The real loose Mikado sleeves are handsomely embroidered in new designs of silk embroidery. Daintily trimmed front, back and sleeves with very pretty lace insertion. The cuffs and collars of fine insertion edged with frill of lace to match. Extra Special . . . $2.95

The third is a dainty waist of fine Embroidered Spot Net, lined throughout with soft silk, trimmed with Maltese insertion on front, back and sleeves edged with fine Filet Valenciennes. It has the real loose Mikado sleeves. The cuffs and neck is of rows of insertion edged with frill of lace. An exceptionally pretty waist. Extra Special . . . $2.95

Waists illustrated can be had in either white or in ecru.

THE ROBERT SIMPSON COMPANY LIMITED
TORONTO, CANADA

Waists illustrated sizes 32, 34, 36, 38, 40, 42 bust measurement

DISTR

VEGREVILLE.

Bulletin News Service.

A party was given by Mrs. J Smith last evening. The young ple and the league and Bible were entertained by a piano reci Miss C. McAmmond, after games were indulged in. A competition was entered into, Worth and Miss Wright winning Cake and coffee and cocoa were ed.

R. Jones, formerly in the empl Gully & Alanson's, hardware, an a time in the real estate business Vancouver, B.C., and lately in employ of the Cockshutt Comp and fresh out from attending co in Toronto, Ontario, is in town re ing acquaintances.

The boys of the Queen's and All Hotels had a baseball match to Miller was in the box for the Que and Smith took it for the Alle Miller's arm gave out and Pitt took his place. The first man u bat was fanned, and the sponge thrown up, play ceased, and the pire, N. Worth, declared the Alber victors by a score of 10 to 3.

H. Poyer, the returning officer the Victoria constituency, has ev thing in readiness for the enum tors. He and his clerk, R. Watt were kept very busy owing to short time.

J. Watts, from Edmonton, is vi ing here.

Vegreville, October 3.

Austria rather than annexation.

STURGEON VALLEY.

Bulletin News Service.

A meeting of the Board of Trustees the Sturgeon Valley school District No. was held at the office of the secretary September 28 when all the trustees w present. Mr. John McLean presided.

The secretary read the report of the specior upon his examination of the pils.

After full discussion it was resolved advertise for tenders for ploughing up school ground, the work to be done to satisfaction of the chairman of the Boa The secretary was also instructed to adv tise for tenders for the shingling of stable with No. 1 shingles, also for chit ing and plastering the stable with lin and sand. Tenders are also be to called the supply of five cords of wood delivered to the school shed. The work on grounds and stable was recommended the inspector. He also recommended th the board purchase a set of measures a several new maps so as to bring th equipment of the school up to date. T trustees will meet at the school house Saturday, Oct. 10 at 2 p.m. when the t ders will be opened.

Threshing commenced in this distr ten days ago, but is very slow work account of the rains. The yield so f are above the average.

The potato harvest is in full swing a some very heavy crops are being lifte the tubers being of extra good quality W. Mason ploughed out a field of a ne variety grown from the potato apple an which he has named Florence Mason This potato is white with a very smoo skin and small eyes, oval in shape, th yield per acre being: 297.55 of marke able potatoes; 5.30 bushels of small po tatoes; total, 303 bushels 25 pounds t the acre. He also took out 497 bushel per acre of Northern Star, 457 bushels o which are marketable.

Sturgeon Valley, Oct. 3.

MANLY.

Bulletin News Service.

J. D. Hyndman, Conservative candi date in the Edmonton constituency, passes through from the west and made enquiries at the store here as to the political views of the various homesteaders in this vicin ity, leaving leaflets for distribution la him. It has been suggested that it would have been more business like if he had held a meeting and given Manly his views, and visited personally the different homesteads.

Alex. Walker, being obliged to leave for Edmonton, the Sunday school is now in charge of Postmaster Reid.

A threshing machine worked by four team of oxen will soon be a thing of the past, and it is even now quite enough of a novelty to be an interesting sight. Mr. C. Holling is in the middle of his threshing by this method, and expects by the end of the week to be able to take some of his grain into Edmonton.

Mrs. James Reid has returned from her trip to Edmonton.

Manly, Oct. 1.

ALIX.

Bulletin News Service.

Tuesday was very cold here, and all over the district, with a rautin', tautin', tearin' wind." The weather, after a day's interval of comparative warmth, is again cold to-day, and snow is falling lightly.

Mr. Ennis, one of the directors of the Alix Fall Fair, had one of his stables destroyed by fire last week. There were four horses in the building, and all were lost. Although one was got out, it was found necessary to shoot it later. Mr. Ennis lost all his chickens, a buggy and a quantity of harness. The fire broke out about five o'clock in the morning, and the buildings were burned in an incredibly short time. It is conjectured that the fire resulted from some wayfarer who had possibly been sleeping in the barn, dropping a lighted match.

A man here who was going to exhibit some prize fowls, has lost the coyotes have taken them.

Alix is watching the weather anxiously, in view of the first annual fall fair, and hoping for a better day than Stettler got on the 1st.

Alix, Oct. 3.

CLOVER BAR.

Bulletin News Service.

The honor roll of the pupils of school district No. 212, Clover Bar, for the month of September, is as follows, only the names of those obtaining fifty per cent. or over being published.

Standard V.—Mary Stevens, Nellie Parminter, Muriel Ottewell; nine in the class.

Standard IV.—Three in the class.

Standard III.—Vera Williams, Edna Wiley, James Auld, Cedric Ottewell; ten in the class.

Standard II.—Albert Quebec, Lizzie Parminter (even); eight in the class.

Clover Bar, Oct. 3.

ATHABASCA LANDING.

Bulletin News Service.

The parishioners of All Saints Church