change a worn-out gar-
ew one?
Acts xviii:23 to xix:22.
Missionary Journey—
lden Text: Acts xix:7.
he Lord Jesus was mag-

Why is it that God has
ll extension of human
betterment, including
lf, upon the zeal, ability,
, of those who already
efits?
—Acts xix:23 to xx:1.
Missionary Journey—
Ephesus. Golden Text.
He said unto me, My
ficient for thee; for my
ade perfect in weakness.
27—When the general
he people is injured by
of the few, is it, or not,
the State to make such
gal?
—1 Cor. xiii:13. Paul on
ve. Golden Text: I Cor.
abideth faith, hope, love,
but the greatest of these

—Why is it that love
mote patience, politeness,
entleness, humility and
virtue?
5—Acts xx:2-38. Paul's
nary Journey—Farewells.
: Phil. iv:13. I can do
through Christ, which
h me.
2—Why is it that church
ll listen, unwearied, for
political speech, and get
n a good sermon, if it
then thirty minutes?
12—Acts xxii:17. Close
hird Missionary Journey.
: Acts xxi:14. The will
e done.
—Should Christian par-
eir children from infancy
d, to be skilful in prayer,
in good works?
Sunday, September 26—
Lesson. I Cor. x:23-33.

ND DEAL IN SOUTH.

Man Gets $100,000 For
,000 Acre Farm.

, Alta., Sept. 10.—E. B.
found floating in the Belly
morning. Apparently,
, his home was 595 Port-
Winnipeg. He had been
orking on the construc-
ethbridge and death is be-
suicide. He came here
ago from Calgary.
yman has sold his five
ere farm, over half of
der cultivation, to the Al-
ties Company, a local firm
nd dealers. The price is
one hundred thousand
he farm is 18 miles from
. The purchasers will
m.

Dreadnought Fund.

, Australia, Sept. 9—The
suggests that the Dread-
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ds, be devoted to the es-
of training farms for boy
and the initiation of a
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PEARY'S STORY OF TRIP TO POLE

(Continued from Page One).

Crane City was attended by strong easterly winds which drifted north. The temperature was very low. The hard sledging over the rough ice was too much for two of the sledges and they went to pieces and had to be sent back to Cape Columbia, where other sledges in reserve were secured.

Ten miles from Crane City a camp was made. The march was resumed and the point made by the British explorer Markham 82.20 in year 1876 passed. Soon afterwards open water temporarily halted the expedition, although Bartlett had got past this before it was open. Soon Bartlett's third camp was reached. From this point Borup had returned but had missed the trail because of the shifting ice. Then Marvin returned for more fuel and alcohol. The easterly wind continued and kept opening up the water around the party.

After the fourth of March Peary and his party caught up with the Bartlett party, which had ben halted by a wide expanse of open water. The entire company was forced to stay at this point from March 4 to 11. On March 5 they caught their first glimpse of the sun, which raised itself, red and distorted by refraction above the horizon or ice fields.

Nothing had been heard from Marvin or Borup and there was great anxiety as to what had become of them. Their presence was of importance besides, for they carried oil and alcohol. It was concluded that they had lost the trail or had become marooned by open water. On March 11, the open water closed ahead and leaving instructions for Marvin and Borup to follow them as fast as possible Peary and his party again started northward. Sounding showed 110 fathoms of water under the floes over which they travelled. On this march they crossed the 84th parallel of latitude and found their passage comparatively simple.

On March 14, the party left the open water behind them and made camp, where a courier from Marvin arrived saying that he was following as fast as possible. At this point the temperature was 59. The next morning Peary sent Hansen and a party ahead to break trail and returned to Cape Columbia. The next morning it was discovered that McMillan's foot was badly frost bitten and he was sent back at once to Cape Columbia.

Leaving Cape Columbia again the party consisted of 16 men, 52 sledges and 100 dogs. Very little difficulty was encountered in the early part of the march but toward the end there were pronounced movements in the ice. Some open water was crossed and the party was finally stopped by an opening. They went to camp in a temperature of 50 degrees.

At latitude 85.23 the second supporting party which was under Borup turned back, but not before it had fought over the ice a distance equal to that of Mansens in his travels from this to his most northerly point. Peary was loath to part with this dashing young Yale athlete who was fired with enthusiasm. He had piloted his laden sledges over ice in such fashion that every one commended him. The expedition from this point on was composed of 10 sledges, with two men and 7 dogs for each sledge. At this point it became necessary for Marvin to take to a sledge and Peary put Bartlett and his crew to the front to blaze the trail. The day light was the great benefit as it enabled Peary to make good headway which brought the advanced and the main parties in close touch and greatly reduced the danger of their being separated by open water between the ice floes. At the end of the second day's march Marvin was able to get a clear sight of the sun and made an observation which established their position as 86.48 and corroborated their dead reckoning.

On the next two marches excellent time was made, except for the delay caused by a lead which was encountered and which was crossed on floating ice cakes. Bartlett made a rapid march the next day and chalked up twenty miles to his credit. An observation on this day showed that they were in latitude 86.36. From this position Marvin turned south in charge of the third supporting party. Peary's last words to him as they parted were: "Be careful of leads." From here the party was made up of nine men, with seven sledges and sixty dogs. At the start the outlook was extremely favorable, the ice being apparently unbroken, but the peculiar Arctic haze was soon encountered. The good going of the previous marches had spoiled them but Peary encouraged them and started them on again.

The next march was made through heavy fog. The party turned in for the night but before they fell asleep there was a grinding of ice, a great lead of black water opened and the party narrowly missed being precipitated into it. As it was, a team of dogs escaped only by a few feet from falling over the precipice.

The Final Dash.

The last spurt of Peary's race to the Pole was made after Captain Bartlett and his fourth supporting party had been left behind. This took place after the explorers had crossed the 88th parrallel and were less than 140 miles from their goal. Captain Bartlett can claim for Britain the glory of having penetrated farther north than the men of any other nation save America, for at the point that he left Peary he had exceeded the farthest north record made by Peary himself on his last voyage. Bartlett was very anxious to continue with Peary to the end, but this could not be permitted, because the quantity of supplies carried by the third party was so meagre that no changes could be taken by adding to that party. Bartlett, it appears, had able a remarkable record as an Arctic voyager and it is conceded that he was Peary's main reliance all through the earlier stages of the dash to the Pole.

The last stretch of the journey in which Peary was still accompanied by Bartlett was exceedingly hazardous, owing to the frequency of the open leads and the rapid and erratic shifting of the polar ice. When Peary and his party awoke in the middle of the night to find their huts on the brink of a black stretch of water, they had a very narrow escape personally and a still more narrow escape from losing all their dogs and equipment. One of the dog trains was almost dragged into the water by the sudden shifting of the ice.

Dogs Were Safely Moved.

Everyone was on the alert at once and ready to make a dash to safety as soon as an opportunity was afforded by the movement of the floats. The dogs were harnessed to the sledges and as quickly as possible were moved from the small floe on which they were marooned to a larger one. After a night of most strenuous efforts the ice to the north was reached and the explorers hurried forward in order to escape further mischance. After that the going was easy compared with the previous work. Old ice covered with snow formed a good road for sledges and for men and it was straightaway work on toward the Pole.

The only drawback on this lap of the race was the fight against a heavy wind right out of the north, and travelling in the face of this was a terrific task. But it had its advantages as well as its disadvantages, for it closed the open water leads behind the voyagers and made the return progress of the supporting parties comparatively easy.

Finally the day came that Bartlett was to turn back. The explorers had agreed that this was to be at the 88th parrallel. When they concluded that this point had been reached, Bartlett continued on alone for probably a half-dozen miles, in order that there should be no chance that he had missed the mark set for him. When he returned, Bartlett took his own observations, in order to fix the latitude, as had been done by the leaders of the other supporting parties, and found that he was just beyond the 88th parallel.

The Ambition of His Life.

After Bartlett left him, Peary says that he turned alone to the problem before him of traversing the 132 miles that lay before him to reach the Pole. It was a problem, he says, upon which he had worked for 22 years, for which he had lived the simple life, for which he had stored up every ounce of vital energy that he could command. He says that he felt at that vital moment more fit for the effort in spite of his 53 years than he had ever felt in his life. As for the equipment, the Eskimos and his supplies, they were in better condition than he had even hoped for.

The composition of the party for the last dash, Peary says, was ideal. Every man in it had long experience, was devoted to the leader and as responsible as any soldiers had ever been to their leaders. Four of them, Eskimos, had lived their lives amidst cold and approximately the present situation. Another, a fifth, an Eskimo named Uootan, had accompanied Peary to the "Fartthest North," with unflinching courage, three years before. The remaining companion was Hansen, the colored man, Peary's faithful man Friday, who caught the Arctic fever 23 years ago when working under Peary in the Isthmus of Panama. He had been with Peary on every one of his seven expeditions. Two other Eskimos, Egyngwar and Sigloo, shared Clark's escape from death. They were eager as ever to risk their lives. The fifth Eskimo was a young man who had never been on any expedition before, but he was in love with a girl at Etah and he was opposed by a stubborn father and the young man knew that he could purchase the consent of that stubborn father by the gift of a magazine rifle with ammunition, which Peary had promised to each of the Eskimos whom he picked out for his final dash to the pole.

Provisions for 50 Days.

Allowing even twenty days to do the 132 miles of ice and leads of open water that lay between him and the pole, Peary took on his final journey provisions ample for forty days for five men and thirty dogs. These supplies could even have been stretched he says to last fifty days or more by falling back on the flesh of some of the dogs, but instead of forty days, Peary's program provided for five days of fifteen miles each with a hope that at the end of the fifth march ending before noon he would be able to take the most careful observations with his instruments within fifty miles of the pole.

His plan could have been upset only by open leads of impossible water, of which there then was no signs, or by a gale liable to come at any hour in that latitude which would make any movement impossible. During the advance Peary slept for a few hours before midnight each night, starting soon after midnight as the wind was then more favorable as a rule than after. The first day's advance went remarkably well, but Peary was obliged to tighten his belt another hole, the third since he had started. Every man and dog in the party, he says, had lost many pounds and was gaunt looking and hard as a nail.

Best Going Above 88th.

The going above the 88th parallel, which they reached on April 2, was the best of any that he had yet had. The ice was very hard and clear. There was constant movement and Peary found himself opposed repeatedly by pressure ridges, some of which seemed almost insurmountable, but he managed to get through or over all of them either by a detour or through some crevice. These detours were never long. Peary found no open water, so that on the third day of the great race the last two day she was able to make even better speed than he had calculated with an engineer's preision five days earlier. By sleeping only a few hours in the early part of the night and by struggling on 17 or 18 hours a day the party passed the 89th parallel on the morning of the second day. Thereafter they stopped only to make tea every few hours and take a few mouthfuls of food. After nearly forty hours of traveling April 4 and April 5, Peary achieved the North pole early on the day of April 6, and began the series of observations and records which required nearly two days' time. Peary spent the first thirty hours at the Pole, taking observations of various kinds, making photographs, planting his flags and depositing his records. There was no sign of land anywhere although he scanned the horizon in every direction. The minimum temperature was 33 below and the maximum was 12 below. The start southward was made on April 7, after Peary had impressed upon his men the necessity for a rapid retreat.

E. H. HARRIMAN GREAT FINANCIAL GENIUS, DEAD

Famous Railroad King Dead—Dissolution Came at His Home at Arden at 1.30 o'Clock—By Arrangement News of His Death Was Withheld Until Stock Market Closed.

Arden, N.Y., Sept. 9—E. H. Harriman died in his home on Tower Hill, at 1.30 today. He was conscious to within one-half hour of the moment when dissolution came. There was no pain. A member of the family who was present described the death with the following simple words: "It was simply the end of a worn-out man."

The only information as to the cause that produced his death was a statement from Dr. Lyle. It said:—

"Mr. Harriman's death was due to heart exhaustion superinduced by other physical complications."

Later Robert L. Gerry, the dead financier's son-in-law, made a statement which can only be described as being consistent with the previous efforts at secrecy concerning the nature of the malady. He said:—

"Nobody will ever know from what Harriman died. It will be impossible to tell without an autopsy and no autopsy will be held."

Family Present at End.

Dr. Wm. Lyle was the only medical attendant with Mr. Harriman at any time during the end. Dr. Walter B. James, of New York, encouraged by the condition of the patient, returned to the city Wednesday night. Those who were present when the end came included members of the family. They are Mrs. Harriman, the financier's wife; Mrs. Robert Livingston Gerry, who was Miss Cornelia Harriman before her marriage, and her husband, Walter Averill Harriman, eldest son, and Carolina A., and Master Roland Harriman and Mrs. Cornelia Simons, Mr. Harriman's sister. No representative of the church was present. A hurry call was sent for the Rev. J. Holmes McGuinness, rector of the Arden Episcopal church, but the message miscarried and the minister did not reach the house until four o'clock.

Mind on the Market.

The keen mind of the world's famous railroad man did not fail during the few hours that preceded the closing moments of his career, as is shown by his careful plans to prevent the news of his death from causing a disastrous slump in the market. When at noon he began to sink through heart exhaustion, he made known to his physicians and family that in case he did not survive he preferred to have the announcement withheld until after the stock exchange had closed. An agreement to that effect between Mr. Harriman and prominent persons in the financial world, including J. P. Morgan and Jacob H. Schiff, is said to have been in existence for many days. This alone is offered tonight as an excuse for the deliberate manner in which the death announcement was withheld until 3.35 o'clock.

Great Financial Genius.

E. H. Harriman will go down into history as one of the most spectacular financial geniuses, one of the most daring stock speculators, and one of the greatest railroad magnates of his time. He was born in Hempstead, Long Island, Feb. 25, 1848. For a number of years he was a stock broker in New York, but in February, 1883, he became a director in the Jersey Central, and after a few years he so developed his holdings that he controlled 54,000 miles of water transportation and 27,000 miles of railroad lines. In the following years Harriman continued the extension of his system toward the east and south. He acquired control of the I. C. R. ousting his former friend, Stuyvesant Fish, from the presidency, obtained a strong hold over the St. Joseph and Grand Island by using the credit of the Union Pacific and through the Oregon Short line he obtained interests in the Atchison, Topeka and Santa Fe, the Baltimore and Ohio, Milwaukee and St. Paul, Chicago and Northwestern, New York Central and several minor railroads. These railroads and his interests in the Equitable Life Assurance society and other insurance companies, placed him in control of property valued at more than $1,000,000,000, and one of the most dangerous rivals of John D. Rockefeller, J. P. Morgan and James J. Hill, as well as a political power particularly.

CHICAGO PACKERS IN SIBERIA

May Establish Freezing Plants and Secure Sheep from Siberia.

St. Petersburg, Sept. 9.—Representatives of Chicago packing firms are at present in St. Petersburg investigating the possibilities of the Caucasus and Western Siberia as a source of meat supply. The Caucasus is as yet an untouched field, although great quantities of sheep are available there and the present beef shipments from Siberia are made in the most primitive fashion. The project involves the construction of freezing plants and the organization of refrigerator car service.

Premier Goes to Brockville.

Ottawa, Sept. 8—Sir Wilfrid and Lady Laurier left this morning for Brockville, where they will be the guests of G. T. Fulford for a couple of days. Hon. Messrs. Pugsley, Lemieux and Paterson are the only ministers in town today. There will be no meeting of the cabinet till the end of the week.

STEEL CAR CO. STRIKE IS OFFICIALLY ENDED

The Eight Thousand Employees Return to Work at Rate of One Thousand Per Day—Riot Among Men on Returning to Work.

Pittsburg, Penn., Sept. 8.—The strike of 8,000 employes of the Pressed Steel Car company at McKees Rocks was officially ended today when by a ratio of 26) to 10 the workmen voted to return to work as soon as places were made for them. Tonight it is estimated that 1,000 men have already been given places. The rest will return at the rate of 1,000 a day, it being necessary for the company to re-enter all the workmen on their books, and this cannot be done faster.

There were several riots outside the mill gates late today when workmen made a rush to get places. It is estimated tonight that the Pressed Steel Car company has during the seven and one half weeks of the strike expended $57,000 while the workmen have lost about the same amount in wages.

It was made known this evening that the Federal investigation at McKees Rocks, which had been on for some time, will not be stopped by the settlement of the strike, since Charles P. Neill, commissioner of labor from Washington, who has been here for some time investigating conditions, left for Washington to make an official report. At the same time H. G. Hoagland, special officer of the department of justice, who has been at the plant for two weeks also went to Washington to make his report in person.

The company issued an official announcement saying that negotiations had been going on for six weeks to settle the strike on terms that have been finally accepted by the men.

THOUSANDS OF EMPTY HOUSES.

In the Large Cities of Great Britain, According to Burns.

London, Sept. 9—Issued by Mr. John Burns, a parliamentary paper affords an interesting comparison of the numbers of untenanted houses and tenements in the metropolitan boroughs, and in Birmingham, Bristol, Leeds, Liverpool, Manchester, Portsmouth, Sheffield, and Glasgow. Mr. Burns points out that in some cases the figures are approximate only. Usually houses and tenements in respect of which the payment of rates is compounded for are not included, as information with regard to them is not available. The following are the figures:

Battersea, 2,064; Bermondary, 426; Chelsea, 652; Deptford, 1,090; Finsburg, 1,650; Fulham, 1,047; Hackney, 2,017; Hammersmith, 1,212; Islington, 2,554; Kensington, 1,989; Paddington, 2,000; Poplar, 1,321; Marylebone, 1,324; Shoreditch, 1,296; Stepney, 2,684; Stoke Newington, 449; Hampstead, 950; Holborn, 789; Westminster, 2,175; Woolwich 1,276.

Thus leaving out of consideration the metropolitan boroughs of Southwark and Wandsworth—two of the largest—for which no information is available, there are 39,099 unoccupied houses and tenements in the administrative County of London. The estimated population of London in 1907 was 4,758,218. Setting the estimated population in 1907 for eight of the largest towns in Great Britain against the number of occupied houses quoted by Mr. Burns, it will be seen that the number of empty houses varies very considerably.

	Population	Unoccupied Houses
Birmingham	553,155	3,467
Bristol	367,979	4,850
Leeds	470,268	6,375
Liverpool	746,144	6,900
Manchester	543,148	3,972
Portsmouth	208,291	1,652
Sheffield	455,553	4,907
Glasgow	347,584	37,000

LORD De CLIFFORD KILLED

His Automobile Turned Turtle After Collision With Another Car.

London, Sept. 9.—Jack Southwell Russell, Lord de Clifford, was killed in an automobile accident yesterday at Bamber, near Brighton. His car was in collision with another vehicle and turned turtle, and Lord de Clifford was killed instantly.

Lord de Clifford was born July 2, 1884, and came into possession of the title in 1894. The title originated in 1299. The first Lord de Clifford was killed at the battle of Bannockburn.

Lord de Clifford married February 16, 1906, under a special license, Miss Eva Carington, at St. Paneras Registry, and the religious ceremony took place several days later at St. Margaret's church, Westminster. The honeymoon was spent in Paris and Abyssinia. Miss Carrington at the time of her marriage was playing a part in "Bluebell in Fairyland," and previous to that had been one of the "Gibson Girls" in the "Catch of the Season."

The estate to which Lord de Clifford fell heir with the title consists of 13,000 acres situated in County Mayo, Ireland. The couple had spent much of their time touring Europe in an automobile. Lord de Clifford was an enthusiastic automobilist but was always considered a careful driver.

MRS. GOLDWIN SMITH DEAD.

Wife of Distinguished Professor Passes Away, Aged 85.

Toronto, Sept. 9—The death occurred last night of Mrs. Harriet Smith, wife of Prof. Goldwin Smith. Mrs. Smith's death was not unexpected on account of her advanced age, she being 85. The deceased lady is survived by sixteen nephews and nieces, including Mrs. Arthur T. Kirkpatrick and Mrs. Homer Deacon, Vernon, B. C., Capt. Fraser Homer Dixon, of the Strathcona Horse, Winnipeg, H. E. Homer Dixon, Vancouver. She married Prof. Smith in 1875.

Threshing Accident in Ontario.

Galt, Ont., Sept. 9—William Padlock, Puslinch township, tried to throw off the driving belt on a thresher before the speed slackened and was caught by the arm and thrown against the machine and probably fatally injured.

LOST IN WILDS 15 DAYS.

Ontario Man's Terrible Experience West of Fort William.

Winnipeg, Sept. 10.—A wreck of a man, frightfully scarred about the face, hands, arms and legs, sat in the Tecumseh House this morning, and told a distressing story of his adventures, when he was lost for fifteen days in the wild tangle bush, muskeg and rocks between Fort William and Winnipeg. He miraculously reached the C.P.R. track at 11 o'clock yesterday morning, although he was unable to say at what point, and was given a square meal for the first time in half a month by one of the foremen employed on the double tracking. During the time he was lost he subsisted, he says, solely on bush berries, which were bitter, and, for all he knew, poisonous. The man, according to his story, was panic stricken is his anxiety to reach human society, and states that he rarely ate more than one meal a day, drinking whatever water came handiest, whether it was from the muskeg or lake.

He states that as he staggered on day after day hoping against hope, he lost his head, and though he would go insane. Yesterday morning, through the dead silence of the bush, his heart leaped when there was faintly born upon his ears the long drawn whistle of a locomotive. He ploughed through a perfect jungle of undergrowth and finally struck the shining ribbons of steel which connected with civilization and all that was sweet in life.

The man, who gives his name as Joseph Sherreh, of Leamington, Ont., is 69 years of age, and his unkempt hair and beard framing a gaunt hollow cheeked face, which is bronzed and marked with the red scars of healing wounds given him a pitiable appearance. He was so worn out and suffering with many wound that he was hurriedly taken to the General Hospital, where he will be kept until he is able to return home. He is a widower, and has two sons and a daughter living at Leamington.

SASKATOON SCENE OF MOST DISASTROUS FIRE

Bowerman Block tDestroyed—Loss Estimated at $40,000 With $15,000 Insurance—Fire Department Did Good Work—High Wind Was Blowing.

Saskatoon, Sept. 8—The most serious fire in the history of Saskatoon took place this afternoon. The fire broke out in the rear of the Bowerman block and when the firemen arrived the building was a mass of flames. After hard work on the part of the department the blaze was got under control. The damage is estimated at forty thousand, with fifteen thousand insurance. The losers are: The Saskatchewan Drug and Stationery Co., $12,000, heavily insured; P. F. Woolhouse, jeweller, loss unknown; G. A Woolhouse stationery, loss $7,000, insurance $2,000; Mighton, Bell and Turner, real estate, $100; Dominion Express company small loss. The building is a complete loss with little insurance. A high wind was blowing but the fire was prevented from spreading.

DECADENCE OF AGRICULTURE.

In Ontario Subject of Astounding Statement by Grange President.

Toronto, Ont., Sept. 8.—An alarming statement of the decadence of Ontario agriculture was made by E. C. Drury, master of the Dominion Grange at the Exhibition "Farmers' Day" lunch. He said that the agricultural population of Ontario was decreasing 6,000 yearly, that many farms were badly cultivated and that the majority were not yielding four per cent. on the invested capital. Other industries were protected to the disadvantage of the farmer. President Black, of Manitoba Agricultural College, said that the West had been filled by the influx of Ontario farmers and that the settlers, pouring in from the United States, were becoming good Canadians. He regretted to state that fruit packed in Ontario arrived in Western Canada in a condition not creditable to the province and that the people turned to the British Columbia products, which were looked after.

SENSATION AT MARIEVILLE.

Canon Lemieux and Twenty Priests Reported Suspended.

Marieville, Sept. 9—A sensation has been caused in this vicinity by the reported suspension of Canon Lemieux and twenty priests from priestly functions and all communication with the faithful. This resulted owing to a dispute over the location of the new college of Marieville, the college having been destroyed by fire some months ago.

The suspended priests desired to move to Quebec, while the Bishop of St. Hyacinthe, the head of the diocese, objected. The priests appealed to Rome but the bishop stood his ground. It is stated that those affected will appeal to Mons. Sbaretti at Ottawa.

Selkirk Pioneer Dead.

Winnipeg, Sept. 9—William Fraser, of Kildonan, one of the historic figures of the province and a Selkisk settler, died this morning in his 77th year. He had been ill some time and the end was expected. The late Mr. Fraser was a native of the province and was prominent in public life in the early days.

To Act as Interpreter.

Copenhagen, Sept. 9—Dr. Cook announced this afternoon that he had made an offer to Knud Rasmussen, the noted Polar explorer, familiar with the Esquimaux tongue, to go to New York to act as interpreter for the Esquimaux who are to be brought down to substantiate Cook's story.

MONARCH GRAIN COMPANY

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10 NAMAYO AVENU
Edmonto

WILL ASK GRANT FOR THE EAST END BRIDGE

Delegation of Citizens Will Wait Upon the Local Government at Its First Meeting—Proposed Bridge Will Greatly Benefit City.

At the metieng of the Provincial Government which will likely be held this week the committee of citizens appointed some time ago to further the east end bridge proposition will wait upon the cabinet to ask for financial assistance. The committee is composed of many of the largest property holders in the east end of Edmonton and they contend that the building of the bridge will give much easier access than at present to the capital by the people of Clover Bar and surrounding districts.

The strongest argument to be presented for assistance is that the government have already given grants for three or four bridges in Calgary and the same treatment should be forth coming to this city. This feature will be strongly urged by the delegation.

The proposed bridge, the location of which is from the end of Water street, just west of D. R. Fraser & Comapny's mills, to the road allowance on the opposite side is estimated by the engineers to cost $150,000. By adopting this site which has been pronounced the most satisfactory as a result of soundings taken of the river, there would be no purchase of land necessary for a right of way. If the lower site proposed were adopted a large purchase would be necessary to secure an entrance to the bridge.

The promoters of the east end bridge are determined to keep the proposition before the public as they are convinced that no bridge leading to Edmonton could be of greater benefit to the city at the present time.

IT IS MONSTROUS, GENTLEMEN.

Sir James Whitney Takes Fall Out of Anti-Tuberculosis Movement.

Toronto, Sept. 8—Sir James Whitney did not give an enormous amount of encouragement to a deputation of about forty representing the Association of Ontario Municipalities for the Betterment of Consumptives, which waited upon him asking that the government establish two or more sanitariums where indigent patients could receive proper treatment. The premier was in favor of withdrawing the grant from any hospital that refused to take in a tubercular patient.

"It has been suggested," observed Sir James, "that when a doctor finds tuberculosis in the system of a patient he should notify the hospital, which should send down, not to him, but to the patient, a mass of papers to be read by the women in post offices, that he may be boycotted in the neighborhood. It is monstrous, gentlemen."

BEST WEATHER IN TEN YEARS.

For Harvesting so Winnipeg Grain Dealers Declare.

Winnipeg, Sept. 9—Not in ten years, said one of the best known local grain dealers today, have conditions been so eminently favorable for harvesting and saving the crop. Practically the entire wheat crop is now in stook and safe from frost, while some farmers are making good progress with their oats. Barley is harvested and will be of fair quality and color. The warm weather of the past few days has brought along the late oats at a surprising rate and it now looks as if a good many thousand bushels will be threshed off grain put in so late that the farmers expected nothing but green feed.

Strathcona Reaches Winnipeg.

Winnipeg, Sept. 9—Lord Strathcona arrived in Winnipeg this morning at 7.15 from the West and left at 8 for the East. Owing to his recent accident at Vernon His Lordship carried his arm in a sling, but the injured limb is now nearly healed.

Oshawa Galvanized Steel Shingles. You can't afford to roof a thing without Oshawa Galvanized Steel Shingles. Good for a hundred years. Send for the free booklet.
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NOTICE TO INTENDING SETTLERS.

TAKE NOTICE that on FRIDAY, October 1st, 1909, the following lands will be open for entry:

FOR HOMESTEAD, PURCHASED HOMESTEAD AND PRE-EMPTION.

Sections 10, 12, 13, 14, 15, S.E. 1-4 21, all 22, 23 and 24, in Township 5, Range 4, W. 4th Mer.

All Townships 2 and 3, Range 5, W. 4th Mer.

All Township 3, Range 6, W. 4th Mer.

W. 1-2 1, all 2, 3, 4, 5, S. 1-2 9, all 10, W. 1-2 12, all 14, E 1-2 15, W. 1-2 17, S.E. 1-4 22, all 23, W. 1-2 24, W. 1-2 25, N.E. 1-4, 26, S.E. 1-4 35, and S.W. 1-4 36, in Township 4, Range 6, W. 4th Mer.

All Townships 5 and 6, Range 6, W. 4th Mer.

Sections 15 and 17, Township 8, Range 7, W. 4th Mer.

N. 1-2 27, Township 7, range 26, W. 4th M.

(1). A squatter before survey (within the pre-emption area) desiring to secure a pre-emption adjoining his homestead should notify the Dominion Land Agent for the District, in writing, to that effect describing the particular quarter-section desired for pre-emption. This notice should reach the Agent prior to the land becoming available for entry. The Agent will reserve such quarter-section for the respective squatters for fifteen days from the date upon which such lands were available for entry, according to advertisement.

(2). In case a bona fide squatter before survey fails to notify the Agent before the date when the land becomes available for entry according to the advertisement, then the Agent shall reserve one quarter-section adjoining the quarter squatted upon, and the squatter will be given fifteen days within which to make pre-emption entry for the same.

Plan of any Township above mentioned may be obtained from the Secretary, Department of the Interior, Ottawa, Canada. Price 10 cts.

For further particulars as to the available lands apply to the Agent of Dominion Lands, Lethbridge, Alberta.

J. W. STAFFORD,
Agent of Dominion Lands.

Dated at Lethbridge, 31st August, 1909.