

G.T.P. STEEL HEAD IS PUSHING WEST

First Raft to be Laid Tomorrow West of Pembina—Construction of Three Bridges.

Two great track laying machines passed through the city this morning on the Grand Trunk Pacific, and tomorrow the first raft on the section of the road west of the Pembina river will be laid. With the placing of the last steel girder between the furthest west tower and the abutment at the west side of the river, together with the riveting of a hundred or two bolts, the Pembina bridge will be complete. The false work in the canyon, and trains can pass over from the Pembina west to Wolf Creek, a distance of 65 miles. The grade is ready and the ties laid. No obstacle remains to the rapid laying of steel, and the steel head is expected to reach Wolf Creek by February 1st. One hundred teams, and a corresponding number of men, will be engaged in the work of the Pembina. A half a mile only separates the two steel bridges at Wolf Creek and McLeod river, and the section of construction Co., Ltd., is engaged on the substructure of these two bridges, operations being conducted from one camp under the direction of James Collins, who left for the west this morning.

To facilitate the work of the bridge contractors, the Grand Trunk Pacific will send every effort to push westward, ever westward, the steel head. In the meantime, however, the railway company has undertaken to transport the cement required for the substructure of the construction company's camp by teams.

Finished by May 1st. The substructure engineers will have finished their work by May 1st. The steel bridges will be ready for the steel superstructure, and by next fall, the Grand Trunk Pacific through from Edmonton to the Athabasca river, a distance of 170 miles. From Edmonton to the Pembina river is 65 miles, and from there to Wolf Creek 55 miles, and from there to the Athabasca 47 miles, making the total distance from this city and the Athabasca 170 miles.

There are at the present time 500 men with a corresponding number of teams employed on Foley, Welch & Stewart's grading contract, west of the McLeod river, and this winter the work will be pushed up to the top of the line will be prepared, so that when spring opens up the grading will be finished. The distance from the Pembina to the Athabasca river is 100 miles, and from there to the Athabasca 170 miles.

Pembina River Bridges. The steel bridge which spans the Pembina river is in many respects one of the most remarkable on the entire system. It is not distinguished by length, but by height. It is 213 feet high and 600 feet long. It is the highest bridge between Montreal and Prince Rupert. The distance on the Grand Trunk Pacific from Edmonton to Prince Rupert is 1,000 miles.

The steel head reached Pembina on September 3, and work on the bridge was started December 7. From that time until today the Canadian Bridge Co., Ltd., of Walkerville, Ont., the contractors for the superstructure, have prosecuted their work vigorously, and despite unfavorable weather and other hindrances, they have made most satisfactory progress. The contractors stated several months ago that with favorable weather and bridge would be completed by December 7. This was the shortest possible time in which the bridge could be finished. That it is so far advanced as to be in a condition to allow trains to cross, just one week later, notwithstanding the adverse weather, is a tribute to the energy of the bridge construction company's staff, and as a bridge department of the railway company, which has been continuously urging the contractors to make greatest possible haste consistent with the highest standards of workmanship.

Two West Bridges. The two bridges over Wolf Creek and the McLeod river are not so middle as that over the Pembina. The Wolf Creek bridge will be 100 feet long and the McLeod river bridge 600 feet. Their general description is not unlike that of the Pembina bridge, although in the McLeod bridge a departure in bridge construction is to be made in the design of the large river piling 90 feet above water level. In concrete bridge engineers have been faced with the problem of overcoming the cracking, which results from expansion and contraction. When the cement is put in the outside, naturally, cools first, and is heated when it goes into the bridge pier, and consequently is subjected to the variations in temperature.

Three Voids in Pier. In the McLeod river bridge center pier there are to be three voids, that is openings, running from the level of the water to the top. These voids will be re-filled, and it is expected that by this idea of exposing more surface, the cracking of the cement will be entirely eliminated.

Candidates in Lunenburg. Lunenburg, N.S., Dec. 16.—Dr. C. Marshall, Bridgewater, Conservative, and John D. Sperry, of Petite Riviere, Liberal, were nominated today for the seat in the Federal House of Commons by the resignation of A. K. MacLean, of Lunenburg. The election will be held on Wednesday of next week.

The peculiar properties of Chamberlain's Cough Remedy have been thoroughly tested during epidemics of influenza, and it was taken in the most severe form of a single case of pneumonia. Sold by all druggists.

DISTRICT NEWS

ONOWAY

Bulletin News Service. The first meeting of the Pine Ridge Literary society was held in Pine Ridge Methodist church on the evening of the 13th inst. Rev. W. T. Jamies, M. A. B. D., occupied the chair, Donald Wilby, president, being unable to present. C. Mackay gave a speech on Socialism. He outlined the work of Carl Marx, and the fight for Socialism in Glasgow and other places. Mr. Jamies also gave an address on the subject, asking the audience not to take the question lightly. Questions were asked by several people in the audience and were answered by both chairman and speaker. The meeting was a great success. The next meeting will be held on the 27th inst. The Onoway social committee held another meeting, which was well attended. It will be held in the school house, a supper will be provided by the ladies of the settlement. All are cordially invited.

The late Dr. Wilson had been a medical practitioner in Edmonton from the year 1882. He was born at Pictou, Ont., Dec. 7, 1859, the son of C. S. Wilson, a Pictou banker and

broker, by his wife, Eliza M., daughter of the late Charles Biggar, carrying place. On his mother's side he was of United Empire Loyalist descent.

He received his primary education at the Pictou High school and Upper Canada school, in 1878 he graduated at the Ontario College of Pharmacy and entering Trinity Medical school graduated with the degree of M.D. in 1882.

He came to Edmonton in the same year and soon gained the confidence and goodwill of the community. His popularity was shown in his election to represent Edmonton in the old Northwest council, in September, 1886.

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DR. H.C. WILSON DEAD; PIONEER OF THE WEST

Edmonton's Oldest Physician, an Ex-Mayor and Former Member and Speaker of the Northwest Assembly Passes Away at His Residence on Sixth Street, Aged 50 Years—Was Widely Known and Respected.

In the person of Dr. H. C. Wilson there was removed by death at his residence on Sixth street Friday one of the best known old timers of Edmonton and the city's oldest physician. Although he had been in poor health for some years, it was not generally known that he was overtaken by a serious illness a few days ago, and his death came as a distinct shock to a wide circle of friends and acquaintances.

In the winter of 1908 and again last winter Dr. Wilson crossed the Pacific in an endeavor to secure the alleviation of a nervous disorder from which he suffered but which was not the cause of his death.

On Wednesday morning last he was seized by an attack of apoplexy and without regaining consciousness he passed away at about three o'clock this morning. He was attended by his partner, Dr. H. L. Melness.

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SUGAR TRUST PROSECUTION

Minor Employees Carefully Coached in Evidence.

New York, Dec. 16.—The case against the six minor employees of the Sugar Trust, charged with conspiring to defraud the government in the underwriting of new sugar imports, will probably go to the jury Friday, Judge James L. Martin of Vermont presiding as special judge. Both sides completed their testimony this afternoon and Judge Martin agreed to allow the lawyers six hours in which to sum up their case.

James T. Berdinger, for many years cashier of the Havermeier and Elder Bank, was the first to take the stand. His evidence was that on September 1st, 1908, he was called by Mr. Stinson, John Thompson, import clerk for the Sugar Trust, and recalled to the witness stand by the government.

"Did you see Washington B. Thomas, the president of the company before you came here to testify today?" This was over-ruled, while Thompson was looking apologetically at the government counsel for protection.

It was reported today after the case was closed that Mr. Stinson would spend the winter in Europe, and that the old habit of carrying the luggage as personal baggage persisted, so that few of the smaller parcels were checked through, the result being an accumulation of parcels on each train.

One of the members of a party from a farm in Alberta, said that for the past eight years he had spent Christmas on a farm and the greatest loss to him had been the fact that he could not attend a pantomime or even a music-hall show. He had no relatives in England and he had not kept in touch with his friends, but, having had a good season, was going over next week to take part in the English Christmas.

Transients From B. C.—Another class of traveler passing through for the holiday trips were the Italians who were present in large numbers. Each year there is an exodus of these workers, who usually spend the winter at home to return again for the opening of railway and other construction. Not all of these spend the winter at home, as some have heard that there is considerable railway work being done in South America, were going to that country.

Two Italians, however, who passed through the inspection of the United States officials, intending to sail from New York, were going back to Italy to live. They had spent six years in the United States, and had been in the employ of the Hudson Bay Railroad, where they worked whenever chance offered, usually laboring in the coal mines.

Some days they would earn six dollars. Now when asked home with this period. When asked what they would have earned at similar work in Italy, one, who had been a contractor in Italy, said he sometimes earned \$2.50 a day; the other, who was an ordinary stone-mason, said that in Italy he would have earned \$1 a day.

Go to Their Wives. Still another traveler, who is returning home for the holiday season, is a Chinaman coming to Canada by way of Vancouver on the Empress of China. The festivities in China last night were the seventh, the great number of the Chinamen who have passed through are married. Their wives and families in the east receive regular letters every few years are visited by the husband and father. The Chinese merchant may bring his wife to Canada and may return in China as long as he pleases before returning. The laundryman and laborer is not allowed to bring his wife to this country and is not allowed to absent himself for more than a year. This latter provision is usually taken advantage of and the Chinamen now leaving will—in the main—stay in his native land until the time finally expires. Many of them find the life better in America, the summers in China being too warm for them and in many those who have attained sufficient to live in comfort in China return to the land of their adoption.

The incoming tide of travel is also large just now, emigrants coming from European countries to spend their first Christmas in the new land with friends who have built homes on the prairies. There are also a number of Canadian and American tourists returning from the road.

MUST REMOVE EMBARGO. On American and Danish Cattle Demands Koch in German Diet.

Dresden, Saxony, Dec. 16.—"Dear me! means dear bread and dear everything else in the way of food," declared Reichstag Representative Koch in the Diet. "German farms, which are protected by a high tariff, cannot support beef enough to feed the people, and so they are underfed. I demand that the embargo on American and Danish cattle be raised."

Count Frederick Van Vliet, grand marshal of the court, and president of the first chamber of the Diet, denied that the cost of beef and sheep on the hoof is higher, and said that the cost of raising them had increased in price it was due to the middlemen and the close combination maintained among the butchers.

RETURN AFTER MANY YEARS. Long Lost Husband Rejoins Wife in Hull.

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In 1893 Garriep left Hull for the west. He left behind him his wife, three daughters and a son, all small. Since then he has been travelling in the northern portions of the western provinces. His letters, never reached, had been sold. In 14 of these cases the money or a portion of it went to the Indians surrendering their rights. In other instances they had been sold. The prices ranged from \$1.25 to \$5 per acre and for townships up to \$80.

PETROLEUM LANDS SOLD. 3,500 Acres Disposed of in West For Development Purposes.

Ottawa, Dec. 16.—Thirty-five hundred acres of western land have been sold for petroleum purposes, according to figures brought down in parliament. Twenty-three reservations have been made under the petroleum regulations, it having been represented that the prospecting machinery is on the ground. A return brought down by the Minister of Interior shows that since 1890, fifty-nine Indian reserves in Alberta and Saskatchewan have been sold. In 14 of these cases the money or a portion of it went to the Indians surrendering their rights. In other instances they had been sold. The prices ranged from \$1.25 to \$5 per acre and for townships up to \$80.

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GOING TO OLD COUNTRY TO SPEND CHRISTMAS

The Holiday Rush is in Full Swing at Montreal—Immigrants Who Have Prospered Go in Thousands to Spend Short Times at Their Old Homes.

Montreal, Dec. 16.—During the past week more than one thousand persons have passed through the city, returning to their old homes for the holiday festivities, the majority sailing for England, some for China and a number for Italy and other European countries.

Of the men who have passed through, very few have not prospered. Many will urge their relatives and friends to start life here. John Leonard, who in the six years he has been a resident of Canada has risen from stable boy to railroad contractor, spent the winter as a railway contractor, had under him Englishmen of the less desirable class and to them the country did not appeal. They had no desire to work, and further, lacked the essentials of workers.

Nearly all the members of these parties had one grip in which were packed the winter wardrobe, trunks and bundles of the immigrant and leather suit case of the Canadian traveler, but the old habit of carrying the luggage as personal baggage persisted, so that few of the smaller parcels were checked through, the result being an accumulation of parcels on each train.

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