SPECTOR RETURNS FROM FINLAY RIVER

Anderson, Who Has Spent the ummer at McConnell Creek, Re- rns to Edmonton With Samples Quartz Which he Secured—Gold elds Easiest of Access by Peace iver Route.

of the first to return to Edmon- the large number of gold seek- ho last spring rushed to the y river district, 500 miles in et line northwest of this city, is Anderson, who is now stopping Imperial hotel. Mr. Anderson pent many years around Lesser Lake in the employ of the H. and with the quiet reticence man of the north, tells little of ccess among the canyons of ountains. But he has brought ome excellent samples of quartz aves again in a few days to off the claims which he has cted during the summer months. as in March last that he pulled Edmonton with W. H. Selby, urveyor, whom he accompanied as the Lesser Slave lake. From Mr. Anderson proceeded with orses, accompanied by a breed, the country to the Peace River g. Thence he took the trail f St. John, and on to Cust's where he left the pack horses. mainder of the trip was made oe—a very difficult journey in h water—further up the Peace to the junction of the Findlay n up the latter to the reported lds at McConnell and Ingenika

rospected for Six Weeks.

Anderson spent about a month half at McConnell's creek, a ributary of Ingenika creek, but arrived late and most of the had been staked off by those d been earlier on the ground. e proceeded further south to he Creek pass, where he re- for three weeks and made romising finds.

e were about five hundred men onnell creek early in July," he Bulletin representative this . "Most of them had come in e coast by way of Hazelton. were from twenty to thirty each 1,500 feet square, staked prospectors.

great trouble was the scarcity sions and in the early part of ng many were threatened with The only thing to do was to or provisions and return again or next spring. This is what everyone had to do. Exten- the time to hold the claims en granted till next year."

monton Route the Easier.

nderson says that the trip over m Edmonton is a much easier h by way of the coast and Haz- This fall a pack trail is being n Hazelton to McConnell nd it will be ready for use ar. At the present time the transportation between these its ranges from 40 to 60 cents Under such circumstances asily be seen how hard it is in supplies to the gold

nderson leaves next week on y way of the Peace river. He sending samples of quartz to and upon the reports which ves will depend the claims will stake off in the Findlay strict.

ns Report Buffalo Tracks.

d Indian chief of the Beaver hom Mr. Anderson met at Fort n, reported having tracked fuloes near that post. This irst that the old Indian had 18 years, when he tracked a twelve. Mr. Anderson warn- chief to see that these were d as the government were en- g to keep the few remaining m being exterminated.

so received a report from a Nelson river Indians that re many wolves in the Find- district and they were kil- all the young moose.

ED ON SUFFRAGETTES.

of Manchester Handled Women Roughly.

n, Sept. 11.—Suffragists had experiences at Manchester Nottingham yesterday. Those band who are advertising se" in Manchester were rath- ely handled by the children town. Four or five of them n selling their periodicals in treet, Manchester, when some s of children who had been ing picture entertainment, ut of St. James' hall. At first rely stood and stared at the s. Then one or two began to em, and in a few moments body joined in the fray. ck was at first merely play- things soon became more se- he assailants crowded round agists and threw first caps, ana skins and other missiles, ly even stones at them. sturbance at Nottingham was ous character. Mrs. Pank- Miss Christobel Pankhurst, thick Lawrence, "General" d and other prominent wo- arranged to hold a great de- on. The crowd surged about which she was using as a and on more than one occa- cks were made on the flag, owever, one of the women d preserved. Finally, after their ground for over two e meeting was abandoned. khurst—the last to leave— ted from the field by a strong olice to protect her from the ch followed. Several arrests e during the afternoon.

ated by Illuminating Gas.

, Ill., Sept. 10.—The bodies en whose names the police unable to learn, were found n at 639 North Ashland his morning. The room with gas. The police were d and notified the coroner. ered the men turned the gas ntally before retiring.

DISTRICT NEWS

WETASKIWIN.

Bulletin News Service.

J. Campbell, of the Department of Education, passed through the city on Saturday and was renewing acquaintances here.

Mr. Wilson, of the Imperial Bank staff, was one of the south bound passengers on Saturday.

Miss Allen and Miss Christie left for Red Deer on Saturday, where they would spend the Labor Day with the former's mother.

Dr. Robertson, who has been absent from this city for about a year pursuing his medical studies on the continent, returned here on Saturday with his wife. During their absence their house was occupied by Mr. and Mrs. J. H. I. Benson.

J. Munroe, of Short, Cross and Biggar, Edmonton, spent the week end in this city.

Miss Helen Pearce, who has been visiting Mrs James Bradley, returned to Calgary on Saturday and will leave very soon for her home in Norwood, Ont.

Mr. and Mrs. H. I. Miller leave almost directly for a couple of weeks at Pigeon Lake.

J. W. McKinley was one of the visitors at the Capital on Friday.

On Sunday evening J. S. Laidman of the Methodist church, conducted an unusually interesting and instructing service. On account of the nearness of Labor Day, he confined his remarks to the great question of Labor, choosing as his text the words, "Is not this the son of the carpenter?" The choir rendered the anthem "Now the Day is over," in excellent style, the solos being taken by Mr. Allen, foreman of the C. P. R. gang at work here at present. In addition, Mr. Allen greatly delighted the congregation by singing "Thy Will Be Done."

Harry McLeod, who has been visiting his niece, Mrs. L. R. Rix, left on Tuesday for Edmonton.

Miss Eliza Fraser, who has been visiting her sister Mrs. James Bradley, returned to her home in Calgary on Monday.

Pat Turner's seven months old child died on Monday morning.

To celebrate the holiday on Monday, a party, composed of Mrs. L. R. Rix, Harry McLeod, Mr. and Mrs. John Rix, and Mr. and Mrs. Alf. Ellis, drove 3 miles to the south east of the city to spend the day with Mr. and Mrs. Herb Rix.

H. D. Mills, J.P., expects to make a business trip to the capital on Thursday.

The union Sunday school picnic held on Labor Day was a huge success. The Presbyterian, Church of England, Baptist and Methodist Sunday schools united and chartered a special train which left the C. P. R. station here at 9 o'clock on Monday morning en route for Red Deer picnic grounds. About 550 passengers left Wetaskiwin and about 50 more were gathered up at the intervening stations, so that the financial side of the undertaking is an assured success. On arriving there the crowd repaired at once to the grounds and the races, games, etc., were in full swing. All the provisions were handed in and everyone had both dinner and supper together. After lunch the races which caused so much excitement among the children were started. The prizes had been exhibited in one of the city store windows for a few days and the fun was entered into with zest. The following are the names of the successful candidates.

Boys' foot race, under 10 years—E. Gerling, first; F. Just, 2nd; Gordon Wilkins, 3rd.

Girls foot race, under 10 years—V. Newton, 1st; Beulah Robinson, 2nd; L. Shreffles third.

Boys under 6 years—1st prize, Johnnie Schantz; 2nd, A. Bornhill; 3rd, H. Rix.

Girls under 6—1st prize, Hilda McMillan; 2nd, Sadie Robinson; 3rd, C. Baker.

Three legged race—1st prize, Kelley and Horner; 2nd, Kling and Schantz; 3rd, Wilkins and Compton.

Girls under 14 years—1st L. Benson; 2nd J. Ramsay; 3rd, L. Bailey.

100 yards open—1st, J. R. Kirkwood, 2nd, D. J. McKetrick; 3rd, W. Gould.

Boys Potato Race—1st, Gordon Wilkins; 2nd, Chas. Harkness; 3rd, Treeman Kelly.

Girls potato race—1st, Helen Reist; 2nd, Beulah Robinson; 3rd, Laura Ward.

Boys under 15—Leonard Ramsay, 2nd, Harvey James; 3rd, Arthur Newman.

Ladies' race—Agnes Mattson, Ruth Berge, Clara Johnson.

Boot race—Charles Harkness, Orlo Robinson, Levi Chandler.

Fat man's race—V. C. Trench, L. D. Montgomery, Geo. Pollock

Aggregate prizes—Boys: Chas. Harkness, 6 points; Girls: Vivian Newton, 4 points.

The basket ball game between Lacombe high school team and Wetaskiwin high school team perhaps was the most exciting feature of the day. The Wetaskiwin spectators felt strongly throughout the whole game that Lacombe was not playing fairly, and so the whole sympathy was with the Wetaskiwin girls. Mr. F. Boyce, inspector of the Red Deer district, took the position of umpire under protest, as he declared that he did not know the game sufficiently to occupy that important position. The Wetaskiwin girls claim the girls from Lacombe traded on this fact and violated the rules of the game to such an extent that their opponents walked off the field and refused to continue the contest. At this juncture the score was 3—1 in favor of Lacombe.

During the progress of the basket ball game, a game of football was being played on another part of the grounds between the champion teams of Alberta, Edmonton and Red Deer. The score resulted in victory for the northern boys 2—1. The train left Red Deer at 7 o'clock and during the run home it ran three miles past Lacombe and had to return, thus making it later than scheduled time on arriving in Wetaskiwin. The big crowds arrived home shortly before 10 after having had a splendid holiday. The weather was perfect; the preparations for the games had been carefully made and everything passed off without a hitch.

Miss Christie, book-keeper at Compton and Montgomery has resigned her position there, today and expects to leave in a month's time for Vancouver, where she will spend the winter.

Wetaskiwin, Sept. 8

VEGREVILLE.

Bulletin News Service.

The piano that Mrs. N. Lane won in the Winnipeg Telegram's competition arrived yesterday.

Cutts and Walker of this town lost a valuable bird dog nearly a year ago. The other day James Waldie mail carrier from Hurry was down to Camrose and ran across the dog.

Bylej Matwyiw, a Russian, had another Russian by the name of Stit. Szewzuk taken up before Magistrate Fleming for assault. The evidence went to show that the cause was worse than the effect, and the complainant had to foot the costs of the court.

An invitation party was given by Mrs. S. Pozer and Mr. T. Beattie in honor of their sister, Miss Hatch, who is visiting them. The party was held in the town hall. An enjoyable time was spent in games and dancing. The Barker orchestra furnished the music.

T. Cadzow's well at the fair grounds is to be used by the agricultural society.

Dr. Rush, formerly of Vegreville, but now of Leduc, was in town last week, renewing acquaintance.

G. R. Brown, who lives north of town, has purchased the dairy business of J. E. Powell, who has been supplying milk to the town since its existence.

J. B. Holden, M.P.P., together with W. H. White, Liberal candidate for the Victoria district, and J. R. Boyle, M. P.P., will address a meeting of the electors in Innisfree tonight.

W. H. Foster of the Globe Lumber Co., was in town in connection with the interests of the firm here.

Vegreville, Sept. 9.

PROSPERITY'S RETURN MARCH.

Freight Traffic is Increasing Both in Canada and the United States.

Toronto, Sept. 10—Good times are on the return march. That sure barometer of a country's trade conditions, the railway freight service, has said so. When trade is brisk the demand for freight cars is at its maximum, and railways, pressed to the utmost, are anxious to keep their cars at home, and even to make use of as many foreign cars as they can lay hands upon. To insure the quick return of borrowed cars the railroads of America have agreed that each company which keeps another's car shall pay a certain fine or rental per day for it. The daily rate was formerly fifty cents. Of late it has been twenty-five cents, and many roads were glad to get even this nominal sum for their surplus cars. But now according to a freight official in Toronto, the Canadian roads are calling back their empties as fast as they can. They have sufficient business to keep them all running and are no longer satisfied with a mere rental.

Across the line also prospects are bright. In an interview at Washington, Traffic Manager U. S. Pawkett of the Fort Worth, Texas, freight bureau declared that a freight car shortage is already beginning to be manifested in the handling of grain, even though adverse market conditions are retarding the crop movement. "If the market changes round," he added, "to permit a normal movement of grain, look for a real car crisis in October."

HERE'S A FISH STORY.

But it is an Absolutely Reliable One—Shore Literally Covered with Fish.

St. John, Sept. 10—Director Peters has had the city snow ploughs at work at Courtenay Bay yesterday and today. It is rather early in the season to get out the snow removing apparatus, but the conditions are unusual. In this instance it is fish that are being ploughed. For some days the tide has been washing up countless thousands of small herring along the shores of Courtenay Bay, and great quantities have been left high and dry by the tides, so that during the past few days they have been decomposing, and the odor has been anything but agreeable to residents of that vicinity. Complaint was made to Major Bullock and Ald. Elkin and Director Peters were instructed to investigate. The director, after looking over the ground, decided that the quickest way to remove the trouble was to plough the fish back into the bay, from whence they came, and accordingly this method was adopted. The shore from the breakwater northward was literally covered with small fish.

C. N. R. EXTENSION TO CALGARY

From Regina Will be by Way of Branch North of Saskatchewan Capital.

Regina, Sept. 10—President William Mackenzie, of the C. N. R., yesterday stated that the new line to Calgary would be pushed as soon as practicable. It will start from Regina, but a branch line north will be used for fifty miles, when a cut off to Calgary will take place. This is being done to solve the question of entrance to Regina and obviate the necessity of opening new branches.

The Regina-Brandon line will be opened inside of two weeks and a passenger service commenced at once.

It is intended that trains shall run through from Winnipeg to Prince Albert over this new road. Mr. Mackenzie said the Canadian Northern was not worrying about a union station at Regina, having already secured rights in the present C. P. station which will eventually be turned into a union station and increased in size as demands arise.

After touring over the whole of the line, Mr. Mackenzie has come to the conclusion that the bumper crop this year will relieve the money stringency and that good times have returned.

MAGISTRATE STRONG WORDS.

Striker Severely Reprimanded for Assaulting Employee Who Continued to Work.

Winnipeg, Sept. 10—One of the first convictions in the case arising out of the Canadian Pacific railway strike occurred in the police court this morning when Wm. Walpole was fined $20 and costs for assaulting George Reid as he was going home from work. Walpole explained that he was merely asking him whether he would quit work or not, and grabbed his coat, which he tore, but no serious damage was done or intended.

Walpole received a stern rebuke from Magistrate Daly. "Whom are you that you should dare to dictate to any man whether he shall work or not? If you are a big enough fool to stay out of work that is your own affair. This thing is getting a little beyond endurance."

Confession Before Suicide.

Vancouver, Sept. 10—Carl Sutherland, who yesterday committed suicide at Los Angeles after killing a police detective, left a confession written several days before his death, that it was he and a companion, known as Black, who on September 7, 1906, held up and robbed the C.P.R. train at Mission Junction, B.C. Later the same two men pulled of the robery of a train at Yakima.

TROUBLE IN LIMERICK LEAGUE.

Riotous Scenes Among the Irish in Newcastle.

Newcastle, Sept. 9.—A meeting of the Limerick League, held yesterday in connection with the Earl of Devon's estate, resulted in riotous scenes arising out of the rivalry between the followers of William O'Brien, Nationalist M.P. for Cork, and other sections of the party. The platform was demolished and S. J. C. Wynne, T. M. Kettle, M. Michael J. Flavin, all members of parliament, were assaulted and received severe injuries in the melee.

Mr. Joyce suffered a bad scalp wound. A large force of police had difficulty in restoring order.

Lord Devon is selling, under the Irish Land Act, some thirty-five thousand acres of his property in the County of Limerick, practically everything that he owns except his castle and park.

A RANCHER'S RASHNESS.

He Took a Chance With a Balloon Under Unfavorable Circumstances.

San Jose, Sept. 9.—Accepting a dare from a young woman, Fred Biaggi, the 18-year-old son of a rancher, yesterday made a daring and unheard-of aeronautic accent that interested hundreds of spectators. Running forward just as W. I. Warring, the professional parachute artist, cut loose from the ground, Biaggi sprang into the cordage at the mouth of the balloon and was carried upward to a height estimated at 6,000 feet. Warring, with his parachute, cut loose at an elevation of 2,500 feet, and with Biaggi as its solitary passenger the balloon drifted over the hills of the coast range until it was almost lost to view. His weight prevented the sudden escape of the gas, and after two hours of suspense from his friends, he returned to town, having landed without injury.

ANARCHIST RUNS AMUCK.

The Affinity of Emma Goldman Again Placed Under Arrest.

New York, Sept. 8.—Alexander Berkman, who shot Henry C. Frick during the Homestead strike in Pennsylvania, was arrested and charged with making a disturbance at a meeting of the unemployed in Cooper Union today. While Charles Oberwager was speaking Berkman tried to reach a seat on the platform, and failing, called to the crowd to put Oberwager out of the hall. Dr. Benj. Reitman delivered a speech etc o.ns;ok Reitman delivered a speech at the meeting which he said was written by Emma Goldman, and Oberwager was replying to that speech when Berkman interrupted him.

CIVIL SERVICE COMMISSION.

Will Hold First Meeting This Week—Discuss Secretaryship.

Ottawa, Sept. 10—Two commissioners of the civil service, Prof. Shortt and Mr. Larochelle, will have a meeting, probably at the end of the week, when the organization of the commission will be discussed. There are two propositions in regard to the secretaryship. One is that there shall be an English-speaking and a French-speaking secretary. An alternative is that there shall be a secretary and an assistant with the right of promotion guaranteed to the latter. At the present rate of progress in the matter of classifying the service under the new act, a duty which devolves upon deputy ministers, it will be some three weeks before the commission get practically to work.

AFTER TWENTY YEARS.

Remains Found Which Throw Light on an Old Crime.

Vancouver, Sept. 10—Word was received from Port Moody that the remains of a man had been found in the woods. From the brief investigation made after the discovery the remains are believed to be those of a man who mysteriously disappeared some 20 years ago and was believed to have been murdered during a fracas in a resort of questionable characters, as neither the man or any trace of him could be found the matter was let drop at the time for want of evidence. Further investigation into the discovery will now be made.

Ask for Insanity Commission.

Montreal, Sept. 11.—In the criminal court sessions today, the case of John Dillon, charged with the murder of Constable Shea and the wounding of Chief Carpenter, some months ago, came up before Justice Trenholme. Messrs. R. A. F. Gonshileds, K.C., Papineau Matheu, K.C., counsel for the defendant, asked that a commission be appointed to go to Ireland and England to enquire into the family history of Dillon in connection with the plea of insanity of the defence. This, it is expected, will be granted.

Senatorial Deadlock Unbroken.

Des Moines, Sept. 11.—The special session of the Iowa Legislature failed to break the senatorial deadlock today and took a recess until November 24, at which time it is pledged to reconvene without expense to the state and elect to a short term the United States senate candidate receiving the largest number of votes at special senatorial primary to be held in November election day. There was practically no change in the vote this afternoon being, Cummings, (Republican) 65; Porter (Democrat) 46; scattering, 45; necessary to elect, 78.

Stork in Hague Palace.

The Hague, Sept. 10.—Queen Wilhelmina, who announced a week ago that she expected an heir to the throne of Holland, received Professor Kouwer, an eminent gynecologist, for a consultation today. Her Majesty spends most of her time now in her private apartments and receives visitors only on urgent affairs. She has given up her carriage drives, substituting walks in the park.

More British Mechanics Arrive.

Montreal, Sept. 11—Two hundred and fifty more Scotch and English mechanics arrived today on the Empress of Ireland. The majority are slated to go west.

WEST CONFRONTED BY BIG RAILWAY CRISIS

J. J. Hill Says 75,000 Miles of Railway Line Must Be Constructed Within the Next Five Years—Will Cost Enormous Amount—He Gives His Opinion of American Suppression of Railways.

St. Paul, Sept. 9.—"There should be seventy-five thousand miles of new road built in the country in the next five years, even to get abreast of current business, and unless commerce is to be tied up in a hard knot that is what will have to be done. It will mean the spending of $1,100,000,000 a year. About sixty-five per cent. of this will be for labor, and the balance for material, which is almost entirely labor. Almost every dollar of it will go into circulation back to the working man, the farmer, the manufacturer, the merchant."

This is the statement of James J. Hill, the great railway magnate, in discussing the railway policy of the West, in an interview with Mr. John K. Mumford. The latter evidently sympathizes with the railway companies, for he prefaces his interview by remarking that "Hatred and distrust of the railroads and hostility to them have been a prevalent disease in the West, where the apostles of unrest have driven. The clamor against railroad corporations has been unceasing, and the grievances of individuals too numerous to mention.

Don't Do It Again.

"But," he continues, "whatever may have been the youthful iniquities of these giants, they are field broken now. In an era of searchlight publicity and government by commission they will probably be content to go and sin no more. But one thing is as plain as day, they must be allowed to go, the people and the railroads must see their natural interdependence, or the upbuilding of the new West, which today holds out the greatest opportunity in the world, will hobble where it should march like a regiment of dragoons."

Warns the Public.

Naturally, Mr. Hill has much to say, from the standpoint of the railway manager, against the treatment of the great carrying industries of Canada and the United States, and strikes more than one note or warning to which he calls upon the people at large to heed.

What Railroads are Doing.

"The railroads are the second biggest interest in the country," he declares. "They purchase twenty-five per cent. of everything that is purchased. They employ one way or another a very large proportion of the working male population; then tell me why every man in the country, whether he be merchant, farmer, manufacturer, or workman, cannot see that all prosperity from the ground up, is knit insolubly with the prosperity and proper maintenance and upbuilding of the railroads? Why are they all led like sheep by a lot of politicans who will sell them out at the drop of the hat?

"The railroad is the most important factor in the country's prosperity, and it makes the smallest profit. A bank can clear thirty, fifty even a hundred per cent., so long as it pays legal interest, and the government has nothing to say. If a bank does not make money it can liquidate and get out. So can a man in any other business, but a railroad's profits must be limited to a margin on which necessary expansion is impossible, it must be run in the most expensive way, it must stand the loss of lean years and make a minimum in the good ones when every other business is coining money, and it must keep on running whether it pays or not. If it cannot make money enough, with these burdens, to meet its obligations, a receiver is put in to run it, and his certificates take precedence of the stock and the bonds. As a certain distinguished statesman said recently, 'we've got the railroads.'

Railroad Builder Runs Risks.

"People want the railroads to build," continued Mr. Hill, "and yet they put them in a position where building is impossible. How can they build and why should they build? Why should a railroad man jeopardize his property and its already meagre earnings when the very people who live by it allow a railroad to be treated as if it had no rights that anybody was bound to respect? Let them build their branches themselves and see if they can run them at a profit."

Railroads Seriously Crippled.

Suspicion and distrust of the great railways by the public has, according to Mr. Hill, resulted in serious crippling of the lines. New construction has fallen off every year since 1901, until now it is down to 2 per cent., while the annual increase in business has been many times that amount. The companies are said to be practically facing a financial crisis.

Must Increase Rates.

Referring to the proposal to increase freight rates ten per cent., Mr. Hill was asked if he believed this would relieve the railways, from the straits he pictured them as having fallen into.

"Yes, ten per cent. would do it," he replied. "An advance of that nature at the present time would be the best and in fact the first real step that we could make towards restoration. It would relieve the tension that at this minute is forcing several railroads into very uncomfortable and serious situations. It would start the wheels of business to moving, and the shippers and everybody else would profit by it. Follow this up with a rational, calm, and business-like administration of public affairs, and we would be brought back within a short space of time to such general conditions of business activity and health as everyone needs and longs for. The development of the West, which is so vitally important in the face of our growing necessities, would then proceed at a rapid rate and upon a sound footing.

U.S. Laws Utterly Useless.

"But cannot the United States laws do something to remedy the present situation?" was next asked. The railway magnate was most outspoken in his opinion on this point.

"Law!" he retorted. "Law is made by politicians, the worst of all, and the people, the working people and the farming people and business people, stand by and permit it. We have had an illustration in the last few years of what the modern kind of blind lawmaking accomplishes. There are individuals who deny it, but it is a fact, nevertheless, that the railroads have been the greatest agency in national growth. Yet where do they stand at the present moment? Hundreds of laws have been passed by politicians in the past few years, all aimed at the railroads, and almost all without investigation or information. Just before the present slump, the New York Central could not contract to deliver 20,000 barrels of flour in New York within a given time because its lines were so congested, but if you had all the money necessary to do it you couldn't build a trunk line to New York today, with present values, and make it pay 2 per cent. to save your soul.

The Remedy.

The only remedy which the noted railwayman could see which would help the railways, and incidentally the public, is for the farmer and manufacturer to learn by experience their dependence upon the carrying companies. Then they will come to the latter's rescue.

TO FORM TRADE COALITION.

Against England—New Patents Law Causes Universal Indignation.

London, September 9.—A despatch to the Daily Mail from Berlin says the great manufacturing nations of the world have taken preliminary steps in a crusade against the new British patent law. The project originated with the trade and patent congress, which was in session at Stockholm from August 26 to August 29. All the delegates to the congress including those from the United States, expressed the opinion that radical measures were necessary to bring Great Britain to terms. It was decided that this could be attained by the various nations passing more restrictive patent laws and by negotiating patent treaties between nations which will waive the domestic patent laws so far as the treaty power is concerned.

Arrangements for a coalition against Great Britain will proceed without delay. It is expected that the discussion in congress of the proposed new American Patent Act will give an impetus to the movement, and it is hoped that the matter will, by spring, have progressed to a point where Great Britain will be effectually isolated. It is believed that British manufacturers will be compelled to press the government to repeal the act or make treaties with other countries.

Germany intends to repeal her present patent law, which is not enforced rigidly. She will then be in a position to combine with other nations against Great Britain.

N.B. LEGISLATOR DISAPPEARS.

Walter B. Dickson, One of Supporters of Mr. Hazen, is Missing.

St. John, N.B., September 9.—Walter B. Dickson, one of the members of the Legislature for Albert County, has left the country and is now believed to be in the United States.

Mr. Dickson was elected at the recent local election and is a supporter of Premier Hazen. He was a prominent resident of Albert county, largely engaged in lumbering and shipping, and acted as resident representative at Hillsboro, of W. Malcolm MacKay, one of St. John's leading exporters.

Recently Mr. MacKay was surprised to find that he had no cargo for a steamer he sent to Hillsboro to load. Investigations since made are said to have revealed that for a considerable period Mr. Dickson had been acting improperly and that Mr. MacKay had lost a large sum of money through his manipulation of forged lumber orders and other illegal financial transactions.

To-day, before Judge McLeod, an absconding debtor's order was applied for on Mr. MacKay's behalf and granted.

The full extent of Mr. Dickson's transactions have not been disclosed and the parties interested are very reticent, but the affair has created something of a political as well as a business sensation. Dickson is said to have left St. John on Monday last.

Strike-breakers in Disfavor.

Nottingham, Eng., Sept. 9.—The Trade Union Congress here passed a resolution condemning the British workmen who engaged themselves as strikebreakers in Germany and the colonies and is asking Parliament to enact a measure under which organizers of the strike breaking movement as well as the men themselves could be prosecuted. Congress voted down a motion for amalgamation with the Labor party which is controlled by Socialists. Two fraternal delegates from the American Federation of Labor, who are watching the proceedings, were received by the Congress.

A Million for Missions.

Toronto, Sept. 10—"A million a year for missions." That is to be the object of the Presbyterian church in Canada, which held a meeting here yesterday. The committee decided that the church must attempt to contribute $100,000 more for foreign fields than last year.

Chauffeur Was Killed.

Le Mans, Sept. 8—An automobile containing Countess De Wartens and a companion, friends of the American aeroplanist, Wilbur Wright, while returning here from a trip last evening was overturned. The chauffeur was killed and the Countess probably fatally injured.

A clever, popular Candy Cold Cure Tablet—called Preventics—is being dispensed by druggists everywhere. In a few hours Preventics are said to break any cold—completely. And Preventics, being so safe and loathsome, are very fine for children. No Quinine, no laxative, nothing harsh nor sickening. Box of 48—25c Sold by all dealers.

LLOYD-GEORGE AND CHURCHILL TIRELESS

These Two Members of the British Cabinet Are Bent on Wooing the Democratic Electorate—They Keep in Close Touch With Trade Unionism and Radicalism.

New York, Sept. 9—A London cable to the Tribune says: David Lloyd-George, not being allowed to poach upon foreign preserves, has assumed the general leadership in domestic questions. Interviews with pressmen have been substituted for platform oratory, and incisive, interesting copy is obtained. The enlargement of the pension scheme on German lines is proposed tentatively, and the effect of the Patents act in supplying British workingmen with employment is explained effusively. He is starting for a visit to Sir Hudson Kearley, in North Wales, and may break loose on the disestablishment question over Sunday. There may be a concordat education issued after he has conferred with the bishop of St. Asaph's.

Mr. Lloyd-George and Winston Churchill are bent upon wooing the democratic electorate with a tireless ardor. Mr. Asquith finds them unmanageable except with a loose rein. They are in touch with trade unionism and advanced radicalism, and know how necessary they are if a Liberal coalition with labor is to be maintained. Mr. Lloyd-George has succeeded in concentrating attention upon the German insurance system, which is more comprehensive and less demoralizing than the non-contributory pension scheme now going into operation in England, and also less expensive.

He justifies the course of the government in forcing American and German holders of patents to open factories here or to empower British firms to do it under the payment of royalties.

Complex experiments in domestic policy are now in progress. A force of 1,600 inland revenue officials will be working under high pressure until the end of the year in examining 750,000 claims for pensions and ascertaining whether the applicants are not receiving parish relief, are untainted with conviction of crime and have the minimum income required for the acceptance of the public bounty. There is also a close supervision by the board of agriculture of the operation of the small holdings act, under which 300,000 acres have been applied for during the last six months. To these administrative experiments is added the terrible problem of dealing with the unemployed, which is heavily taxing the resources of the local government board.

TWO RAILWAYS SOLD.

Dissatisfied British Bond holders Sell Quebec Railroads to Royal Trust Company.

Ottawa, Sept. 10—The Canadian railway properties which have been the cause of much litigation were sold in the Exchequer Court today, the Baie-Des-Chaleaurs and Atlantic and Lake Superior Systems, both located in Quebec. The Royal Trust Company of Montreal, was the purchaser, at the following figures: Baie-Des-Chaleurs, $1,050,000, Atlantic and Lake Superior $350,000. There was no other tender. The properties were liquidated and disposed of through the action of dissatisfied British bond holders.

Thaw for Pittsburg.

Pittsburg, Sept. 9.—Unless prevented by the New York authorities, Harry K. Thaw will come to Pittsburg Friday morning, September 11th, to be examined by his creditors in his proceedings in bankruptcy.

British Steamer Will Float.

Braodstairs, Eng., Sept. 10—The British steamer Lake Michigan which went ashore near Margate has been floated and will be docked at Millwall.

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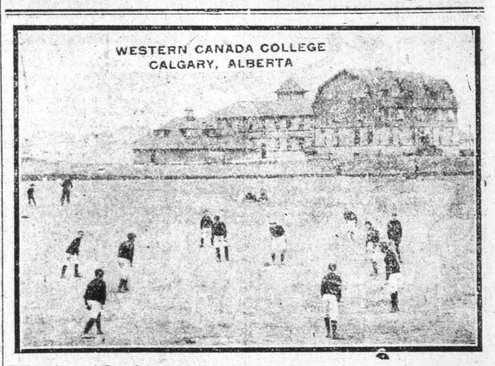

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