

WINDSOR HOTEL

(Monday's Daily) Contracts were let on Saturday for the first part of the work necessary for the construction of the new Windsor hotel which is to cost \$100,000 and afford accommodation for nearly 300 guests.

The contracts let Saturday were for moving the old building off the lot adjoining the present Windsor hotel and for excavating for the foundation. The intention is to let the contract for the basement at once and to go as far ahead with the work this fall as possible so that construction can be commenced at an early date in the spring as the weather will permit, probably in March.

The undertaking which has now been commenced has been contemplated by the owners, Messrs. McDougall, Secord and York for some time, but owing to the difficulty of securing materials and the high cost of labor, it was not considered advisable to go ahead with the work during the season just closing. They now hope by making an early start in the spring to get the building far enough advanced to be in a position to handle a large part of next season's trade.

Competitive plans for the building have been called for from several architects, none of which are yet complete, but the general lines to be followed call for a five story structure the full size of the two lots, 107 feet on Jasper by 130 on First street. The intention is to build a new brick and stone building and when this is completed to run the present building out to more stories so as to match the addition. The old building is six feet in from the street line on both streets, and the intention is to carry the new wall on the street line all around the present building and carry the floors out to the new wall.

The basement of the new building will be ten feet below the street line and two feet high, a barber shop, bath room, billiard room and cigar stand will be put in this basement. The office and bar will occupy the ground floor and the dining room will be constructed to occupy almost the entire ground floor of the present building. The first floor will be laid out in suite with baths and furnished in the most luxurious manner.

The entire house will be steam heated, furnished with modern plumbing, telephone system and all the most modern features, including electrical operation of freight and passenger elevators. The plans call for every room having its own window lights.

The building is to be of brick and steel with stone trimmings and is to be as near fire proof as the science of architecture can provide. There will be, all told, 150 bed rooms in the house.

BOUNDED UP

(Monday's Daily) Mr. R. H. Ansell, proprietor of the Grill cafe, and his wife, were arrested yesterday afternoon by an officer of the R. N. W. M. P., at Bonnda, station on the C. N. R., a few miles east of Warman, for the alleged defrauding of several Edmonton creditors.

The warrant for the arrest was issued at the instance of K. W. Pickell, jeweller, of this city, from whom Ansell purchased two diamond rings and a bracelet, amounting to \$295, and upon which only \$30 was paid. Mr. Pickell says that he has been suspicious since the 15th of October, and had Ansell and his wife shadowed and located every twelve hours since the above date. Thirty-five minutes after the Winnipeg express left the C. N. R. station here Mr. Pickell discovered that Ansell had left the city. Upon enquiry at the Grill he was told he (Ansell) had gone shooting in the neighborhood of Lloydminster.

"On the suspicion that he had gone shooting with my diamonds in his pocket I had him arrested," said Mr. Pickell.

A warrant for his arrest was taken out at 10 p.m. Saturday evening and the R. N. W. M. P. put on the track. Immediately despatches were sent to the various stations on the C. N. R. as far as Winnipeg and last night a telegram was received that Ansell had been located at Bonnda and arrested about four o'clock in the afternoon and will be brought back to Edmonton at once.

Other creditors are involved in Ansell's operations. Last week he made several large purchases in Revillon Bros., Hudson's Bay and McDougall & Secord's, which are said to have been paid in part with worthless cheques. Revillon's are sufferers to the extent of \$230, Hudson's Bay \$195, McDougall & Secord \$120, Stanley & Jackson \$40, A. Bruce Powley \$20, P. Burns & Co. \$50, Mr. Lalonde \$49 and others.

Yesterday Grant Mahood, chief waiter at the Grill, received a telegram from Ansell saying he would be back on Monday night to put Sunday's receipts in the bank and keep things running.

The waiters were all in place today and prepared dinner as usual. A considerable number of meal tickets are outstanding. The waiters were of the opinion Mr. Ansell intended to return.

EDMONTON BULLETIN

which a winding stair leads to the top story. The floors throughout are covered with cork tile while the rotunda and dining-room are beautifully decorated in Egyptian style in cork and material.

The dining room is forty-five feet by thirty-five feet with two Egyptian pillars down the centre and chandeliers of electric lights over each table. The kitchen is large and spacious and equipped with every modern convenience. The bar is quarters' cut with solid mahogany tops with the same material in the back bar. A cosy little office room and well-appointed writing and reading room completes the equipment of the ground floor.

The bedrooms are each supplied with steam coils. The top rooms have heavy coverings to give a large amount of heat and maintain a uniform temperature in each flat. Each room is fitted with an electric sign system of return call bells. The rooms are furnished with antique oak furniture.

FIRE AT STRATHCOONA

(Monday's Daily) Strathcoona, Oct. 27.—The fire brigade was given a run yesterday to Waita's mill, where a fire had started in a saw-embankment just a few yards west of the mill. This embankment had been built several days ago to keep the earth from sliding, and consisted of a mass of boards filled with saws and sawdust. The high wind prevailing at the time made it very difficult to stop the fire in check, and the chemical engine, the only fire apparatus brought down, was found insufficient to cope with the destroying element. Nearly half an hour was wasted waiting for the engine to arrive, during which time the fire was kept from extending too far by hastily formed bucket brigades.

It was also kept up in the mill yard and between the two short works was a narrow channel of water. The cause is unknown but it is surmised that hot ashes from the cook house started the fire. Had the fire gained any headway and reached the mill itself could not have been saved. Mr. Bruce Thomson, one of the firemen, had the misfortune to severely injure his right eye through being splashed with water from the hose, breaking several of the small blood vessels.

THE MAN FROM EDMONTON

(Monday's Daily) Orillia News Letter: Mr. Frank Webb, who had charge of the North-West exhibits at Halifax Exposition, has been spending some days in town with his brother, Mr. R. S. Webb, in conversation with a News-Letter reporter. Mr. Webb spoke in eloquent terms of the progress and development of what was once called "the great lone land." This is now a misnomer, so far as the newly constituted provinces of Alberta and Saskatchewan are concerned. Mr. Webb, who was for some time a resident in Orillia, back in the early nineties, has been in business near Edmonton for eight years, and has witnessed all the stages of progress through which that place has passed, and its evolution from a struggling frontier village to the dignity of a provincial capital.

"When I and my family went to the North-West," said Mr. Webb, "we had the impression so commonly held in the east, that the principal drawbacks up there would be the severity of the winter climate. Now I have had occasion to do a lot of travelling all over that country and was less inconvenienced by the cold than in Ontario, and have been in every province in Canada, and through many of the United States, and can truthfully say that I find the climate in the vicinity of Edmonton the first I have ever experienced. Asthmatics and those subject to pulmonary complaints are especially benefited by the dry, pure atmosphere. My youngest daughter, who was rather delicate when we moved west, has entirely grown any weakness she may have been subject to as a child, and I could cite numerous instances of people benefitting by the climate."

Speaking of the business outlook Mr. Webb says that labor is scarce and that from present indications the main problem to confront the builders of the Grand Trunk Pacific Railway will be the difficulty in procuring labor. The new line is halted with great satisfaction by the people of the west.

A tremendous filth has been given to business by the prospect of competing railway lines, and settlers are pouring west. Mr. Webb was in the railway collision near Sudbury, on his way east, and is still suffering somewhat from the effects of the mishap. He was in his berth when the collision took place, and was violently ejected, falling against the side of the car, and his head pressed to one side against his left shoulder. His neck narrowly escaped being broken—"one advantage of a rubber neck," he said, with a chagrined smile.

Mr. Webb expects to leave for the west this week.

SECRETARY TELLS OF WORK OF GRAIN COMMISSION

(Monday's Daily) Mr. J. R. McLean, M.P., has returned to Edmonton after an absence of over two months in the east. Mr. Boyle is secretary of the Royal Commission appointed by the Dominion government to investigate the grain trade of Canada.

The commission has returned to the west, having spent two months in pursuing their investigations in eastern Canada grain points, and some American grain centres. The commission held sessions at Winnipeg, Port William and Port Arthur, Owen Sound, Meaford, Collingwood, Midland Depot Harbor, Toronto, Kingston, Montreal, Sarnia and Goderich. Sessions were also held in Buffalo, Chicago, Minneapolis and Duluth. A large amount of evidence was given relating to grain inspection, loss in transit, discrepancy in weights, preservation of identity of grain in transit, lake and rail freight rates and elevator charges. Other lines of investigation were the cleaning of grain at Port William and Port Arthur by terminal elevators according to the dockage set by the inspection department at Winnipeg.

The following interests in eastern Canada were well represented: The Winnipeg, Toronto and Montreal grain dealers and exporters, lake carriers, terminal elevator operators and owners, railway companies and the Ontario Millers' association. The department of agriculture of Ontario appeared before the commission with reference to the shipment of screenings from Port William and Port Arthur elevators to Ontario millers. The department protested against this on the ground that many varieties of weeds were thus introduced among the farmers. The department asked that any screenings should be thoroughly ground before shipping so as to destroy the germinating qualities of all weed seeds.

At Buffalo the commission had a chance to examine into the Buffalo chamber of commerce and the system of grain weighing, elevator facilities and methods of handling grain. At Chicago much time was taken in studying the sampling markets, the state grading and inspection department of the board of trade, the sampling department and weighing department.

At Minneapolis the commission looked into the sample market, which is the largest and most extensive on the continent. From Minneapolis the commission proceeded to Duluth, where they especially examined into the terminal elevator facilities.

The commission now propose to take up the farmers' side of the grain trade question during the next two months and will visit the important country grain shipping points in Manitoba, Saskatchewan and Alberta. They will also go to the coast with a view to look into the present conditions and future possibilities of the grain trade via Pacific ports.

After this they will go to the old country and look into the conditions under which Canadian grain arrives and is marketed there.

The commission will hold sufficient sittings in the west to give all farmers, and farmers' organizations ample opportunity to bring forward any complaints, grievances or recommendations. The commission commence their western tour on Monday, Nov. 5th, at Portage la Prairie, and will continue at the following places: Brandon, Nov. 7; Cypress River, Nov. 9; Carman, Nov. 12; Manitowish, Nov. 14; Deloraine, Nov. 16.

While on his travels Mr. Boyle was impressed with the lively manner in which everybody in the east was talking about the west. To say you are from Edmonton in any eastern city is at once to be surrounded by a crowd of anxious inquirers. Edmonton is in the forefront, and the current opinion in financial and business circles is that Edmonton shall be the next city to Winnipeg in the Canadian west.

Mr. Boyle says it is becoming more widely known every year that we in this country have the largest areas of wheat lands on the continent. This is realized by the American wheat dealers and Minneapolis millers, who are very anxious to get Canadian wheat for grinding purposes, but are prevented by the American tariff. "Canada has the States beat in wheat," they say.

Mr. Boyle further says the eastern man is not a factor in the export grain trade any longer. The western competition, and superior quality of western grains have forced him to adopt the system of feeding his grain on the farm and to go into dairying, live stock and pure stock breeding.

WHO WILL RUN?

(Tuesday's Daily) As the season for the municipal campaign approaches the annual question is being asked once again: "Who are to be the candidates for mayor?"

A great many names are being suggested, but a careful canvass by the Bulletin this morning failed to disclose any avowed candidates.

Mayor May is in Ottawa today and as the wires were not working any too well he could not be asked the question, but his friends here seem to take it for granted that he will offer himself for a second term. This, however, cannot be definitely stated until Mayor May returns.

The other citizens whose names were suggested on the street were almost unanimous in repudiating any intention of entering the field for mayoralty honors.

Mr. A. T. Cushing, whose name has been frequently mentioned, was as brief as the English language would permit. "When asked the stock question 'Are you a candidate for mayor?' he said 'No.'"

Mr. Ex-Mayor Mackenzie was almost as brief, and more emphatic. His answer was: "Positively, no."

To further questioning Mr. Mackenzie said that there was nothing more to be said.

Jen. Morris, whose name has also been mentioned, denied having any aspirations to the high seat. "Are you a candidate for mayor?" he was asked.

"No, sir," said Mr. Morris, "I am not."

William Short said that he hoped the city would find a good man for mayor, but that he had no intention

of accepting the responsibility. His answer was the usual "No."

Alderman Griesbach was the only man found who would say any more than "No." He stated that he had had no nomination pressed on him and he thought it a little early to say what he would do if it was. If he had decided to run for mayor he would have no hesitancy, he said, about making the announcement.

The date of nomination is the first Monday in December, the 3rd, and the election will take place on the following Monday, December 10th.

CAR LINE PETITION

(Wednesday's Daily) At the council meeting this evening the petition published a few days since will be submitted to the council and commissioners asking for the construction of the proposed street railway on Kinsistino avenue from the intersection of the street with the Kinsistino river to the east end during the last two days. It is claimed that Kinsistino and Jasper is a natural junction point for two lines and will make the system more convenient for the residents of the flats at the east end. This part of the city is rapidly filling up.

It is claimed also that if residents have to walk as far as Namayo for a car they will walk all the way and the revenue will suffer.

It is further claimed that Kinsistino is wider than Namayo and taps a larger body of population and one that is rapidly increasing seaward and northward. One dealer told the petitioners he wanted the railway because he had a large and growing number of customers in the west.

It is also stated that the railway on Kinsistino would reach a larger number of laboring men's homes, who would thus be able to get their meals at home while working anywhere in the city. The railway and a warm dinner is what the laboring man wants," said P. Chakluk.

The residents of Namayo appear to be in favor of the line being laid on Namayo because it will, they say, give a business importance to it, and advertise the street more than any other scheme, and give increased value to property.

No counter petition will be submitted. The petitioners have engaged Mr. Newell as their counsel to present the case before the council.

PLANS FILED FOR CLOVER BAR BRIDGE

(Wednesday's Daily) Plans were awarded in the land registry office here yesterday for the Grand Trunk Pacific railway for the road from the south line of township 31 north, range 19 west, to the west line of township 33 north, range 23 west of the fourth meridian, being mile 77,619 to 112,942.

Interpreted, this means that the line from a point to the south and west of Beaver Lake to a point on this side of Clover Bar, has been filed, including the location of the Clover Bar bridge and the Clover Bar bridge.

The line runs along the north side of Hastings Lake and crosses Cooking Lake on a trestle at the narrow neck between Cooking Lake and the bay of Cooking Lake, which is just about the dividing line between sections 11 and 12. The road follows a northwesterly direction to the northeast quarter of 12 and the west half of three, where the first switch and station yard is located. Thence the line crosses the northeast quarter of 12, the southwest quarter of 13, the southeast quarter of 14, the northwest quarter of 14 and caters to the north half of 15 into the southwest corner of 16, where the station grounds are located. From there it swings down in a sort of quarter circle to the crossing site.

The place which is from Ottwell's place on section 17 to what is known as subdivision 7 of section 18, of the Edmonton Coal company's property. The plans filed show the approaches on both sides, but do not extend beyond the Edmonton Coal company's property on this side, a matter of half a mile or so from the river.

COLLEGE FIELD DAY

(Wednesday's Daily) The field day of Alberta Colleges will take place at the University of Alberta exhibition grounds. The prizes are valued at \$1,000 and have been donated which will be kept in the collection and will have inscribed upon it the names of each individual who scores the highest number of points each annual field day.

The following is the program of events for Wednesday: Badminton, 10 a.m.; Running hop, step and jump, Ladies' 40 yard dash, 100 yard dash, putting 14-lb. shot; running broad jump, running high jump, ladies' ball drill contest; 440 yard dash, pole vault, ladies' potato race, one mile race.

The committees are as follows: Field committee, starter, R. B. Chadwick; judges, Principal Riddell, P. E. Bulchitt, A. T. Cushing, Secord, Mr. Garbutt; timekeeper, Mr. Sullivan; announcer, O. McLean; committee for apparatus, Messrs. Luck, Lawrence and Randall.

WANT ALBERTA PRODUCTS

(Wednesday's Daily) Mr. Vernon Macdonald, secretary of the Alberta Farmers' Association, is in receipt of a letter from British Columbia, asking for the address of farmers in Alberta from whom a supply of butter and poultry, especially geese and ducks, could be obtained. This enquiry comes as a result of Mr. Warner's trip to the coast in quest of a market for Alberta farm products. Mr. Stevens would like to get the address of a number of good butter makers and extensive poultry raisers in order to supply this demand. Membership in the association is not necessary in the order to take advantage of the markets thus being opened.

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