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IN ONE YEAR.
For further particulars
SAY,
Town Site Trustees.
W. C. CONRAD,
POST BENTON, MT.
& CO.,
EALERS IN
ANDISE I
ALB.
THE NORTH-WEST. COAT.
Caps, Gents' Fur
re, Harness,
ORDER,
HONORABLE STYLES.
Canned Goods and
d Furnaces.
ost, and we offer special in
the Railway Bridge.
& CO.
Goods Dealers.
GARY.
bles, Dictionaries,
&c., &c.
CKLE
AYS.
AIL STAGE LINE.
ry to Fort Saskatche-
ed Deer & Edmonton).
ary Friday, Dec. 15, at 8 o'clock
alternate Friday at the same hour
e. For passage and express rates

THE PLANEER HARD.
A PRINTER'S PARODY.
The type founders friend is the planeer hard,
As he turneth new type into old;
For fine small type he hath no regard;
As the blows of the mallet are sold.
The type must be battered, though not
[decayed].
To pleasure his levelling whim,
And each crumbling chip which blows have
[made].
Is a pleasing sight to him.
Battering without slight regard,
A type founder's friend is the
[planeer hard].
Fast he batters on as he levels and thumps,
For a hard, rough face hath he;
How slowly he presses, how rudely he jumps
On a delicate i or u;
And quickly he glideth across the type.
As the i dots and commas he breaks,
And crushes the lines like an apple o'er ripe,
And laughs o'er the havoc he makes.
Battering without slight regard,
A type founder's friend is the
[planeer hard].
Whole pages are bruised, and the types de-
[crease].
And fonts are thus ruined—who knows?
But the brave old planeer shall never cease
From his hard and heavy blows.
The worn-out tool in his cast-off days
Shall merrily scan the past;
For the hardest metal printers praise
Is the planeer's food at last.
Battering without slight regard,
A type founder's friend is the
[planeer hard].
—London Press News.

MEDICINE HAT.
(From Our Regular Correspondent.)
Mr. C. Shields leaves to-night in his private car for the west, it being attached to No. 11.
Rev. W. Bridgman holds salvation meetings every night in the Methodist church. These meetings have been held now for some weeks.
The weather for the last few days has been very mild. Long may it continue so.
Mr. Frank Staff arrived from the United States yesterday, and seems to have enjoyed his trip immensely. His smile is as serious as ever.
Mr. Frank Anally bookkeeper at the Saskatchewan mines, leaves for his home in Nova Scotia next week.
The Quadrille Club holds one of their fortnightly hops to-morrow evening, which a very large attendance is expected. These reunions have been a source of pleasure to all who have participated in them.
The Rev. Mr. Tadin, Episcopal clergyman, has selected a site, and will commence the erection of a dwelling house at once. The Rev. gentleman is to be congratulated for the "push" he shows in adding one more house to this already advancing town.
Large quantities of railway ties are now arriving from the Mountains for the North-west and Navigation Co. The ties are unloaded at Dunmore, east of here, and a gang of men are rapidly placing them 'in situ' over the graded portion of the road.
Work began this morning at the Hat, preparing the foundations necessary, for a strong breaker, for the protection against ice of the steamers of the North-west Coal and Navigation Co. This work will give a chance to several who for some time past have been out of a job.
The ladies of the Episcopal church are once more on the war path, and are actively engaged in plying the needle in fancy and useful work, which will be disposed of at a sale; the funds go towards the Church building fund. It is to be hoped that these deserving ladies will meet the encouragement they merit, and succeed as well at this enterprise, as they did at their Bazaar.
Your correspondent enjoyed a trip to the Saskatchewan mines this morning, and took notice of few changes regarding the work-
ing of the mine. Every thing is quiet and orderly now, over one hundred and thirty men being employed. Of this number one hundred are engaged in the mine, relations of men working day and night; the balance of thirty have plenty to do over-ground. The resident manager, Mr. J. D. Freeman states that in a few days the output will be fully three hundred tons a day. No particular trouble is apprehended from the miners.
VIOLET.
Medicine Hat, Jan. 23rd, '85.

NOTICE.
ALL parties are hereby notified that the undersigned committee have petitioned the Lieutenant-Governor for the creation of the "School District of Calgary Protestant Public School District No. — of the North-West Territories," within the following limits, that is to say, sections 25 to 26 inclusive, Townships 22 and sections 1 to 24 inclusive, Townships 24 in Range 1 west fifth principal meridian, and hereby call for a vote of the school electors within these limits to decide whether such petition shall be granted or not, to be given on
Saturday, the 21st day of February, 1885,
at the School House, Calgary.
Votes will be received from nine o'clock a.m. until four o'clock p.m.
The qualification of voters is expressed in the following oath, which persons desiring to vote must take, if required:
"I, the undersigned, swear that your name is (mention name given by proposed voter); that you are the owner (tenant, or occupant) of (describe the land voted upon); that it is of the value of one hundred dollars; (or, if a tenant, of the yearly value of twenty dollars); that it is situated within the limits of the proposed School District, that you are of the full age of twenty-one years; that you are not an alien or unfriended Indian; that you have not received any corrupt reward, and have no hope or expectation of receiving any such reward, for voting at this time and place."
HOWARD DOUGLAS,
Returning Officer.
J. S. FREEZE,
A. McNEIL,
School Committee.

AVIS.
AVIS public est par le present donne que le comite sous-signe s, par requete au Lieutenant-Gouverneur demande que l'arrondissement suivant, savoir: Les sections 25 a 26 inclusivement canton 25 et les sections 1 a 24 canton 24 Range 1 a l'Omet du 5e meridian, soit erige en district scolaire, sous le nom de "District Scolaire de Calgary Protestant Public School District No. — des Territoires du Nord-Ouest," et donne main-tenant avis, aux fins de determiner si telle requete sera ou non accordee, qu'un Poll sera ouvert aux electeurs scoilaires du dit arrondissement, Samedi, le singlet uniem jour de Fevrier, 1885, a la maison d'education dans Calgary.
Et que les votes y seront regus de six heures de l'apres-midi jusqu'a quatre heures de l'apres-midi.
La qualification des votants se trouve contenue en la formule du serment qui suit, que toute personne sera tenue de prêter, si elle est requise:
"Vus jurez solennellement que vous vous nommez (inscrivez non donne par le votant); que le dit terrain est de la valeur de cent piastres, ou dans le cas d'un locataire, de la valeur annuelle de vingt piastres; que le dit terrain est situe dans les limites du District Scolaire projete; que vous avez vingt-et-un ans revolu; que vous n'etes ni etranger ni aveugle non-couvert de droits politiques; que vous n'avez esperance de recevoir, aucune recompense pour le vote que vous allez donner a cette heure et en ce lieu."
HOWARD DOUGLAS,
Officier Rapporteur.
J. S. FREEZE,
A. McNEIL,
Comite Scolaire.

Railway and its branches, becomes an empire in itself, with unlimited possibilities of greatness, based upon this very question, namely, the permanent supply of coal in locations favorable for cheap transportation. Like the soilogy, oft repeated from Shakespeare, "To be or not to be," so here the fuel question implies, To be or not to be an empire. The words Dominion of Canada have very little significance when applied to this vast area so long held in bondage by the Hudson Bay Co., and so long esteemed only for the haunts of bison, elk, deer, beaver, and other fur-bearing animals. Under their regime this vast domain was comparatively useless. But old things have passed away and we behold the dawn of a new era. After settling in the affirmative the fact of the abundance, permanence and convenience of coal fuel, one can with grateful alacrity enter upon the discussion of the quality of coals which are found in Western British America.
It may somewhat assist the writer of the above letter to secure substantial solace when he considers that both himself and the pioneers of the New Northwest must be content with the coals that nature has already provided in and for their new empire. The quality and quantity are already fixed and determined, and if below the average grade in value, the only relief possible is in the discovery and development of better coals, and for this work there is ample scope in regions innocent of the inquisitive pick of the geologist.
In an article recently published in the Mining Review the sources of the future supply of coals for the Northwest Territory were located and described, by reference to the various coal centers already made known, viz: Souris River Region, Medicine Hat, Belly River, and West Calgary, of the bituminous coals, and Cascade Mountain for anthracite coal. The latter is entitled to special consideration on account of its isolated position, being over 2,500 miles from any other region or body of anthracite. Easy of access, on the line of the Canadian Pacific Railway, and being equal in value to any of the American or Welsh anthracites, its mining and distribution must soon become a leading industry in the Canadian Northwest.
All coals west of Winnipeg, also south-west and north-west, belong to the cretaceous formations. A general law of value includes them all as follows, viz: These coals increase in value in some ratio of distance from the mountains. In other words, the poorest are farthest from the Rocky range. This rule, however, leaves the great region or domain of the plains, in the enjoyment of the same class of lignites without any material variations for very great distances. For instance, the lignites of Northwest Dakota, Souris River and Medicine Hat, several hundred miles apart, are almost identical in appearance and composition, and from these and similar sources must be drawn a vast tonnage for the supply of the widespread farming population, leaving to the new cities and railway stations the more costly luxury of Canadian anthracite.

CALL AT JACQUES' Climax, Watch-Proof, Reversible WALTHAM DUST-PROOF CASES! All kinds and at very low figures. Watches, Clocks and Jewelry Repaired Neatly, Cheaply and Correctly. Sign of Mammoth Watch

INLAND REVENUE DEPARTMENT, OTTAWA, June 5th, 1884.
Attention is called to Section 4, of chapter 34, 47 Vic., "An Act to amend the Weights and Measures Act of 1879, which reads as follows:
"4. The following is added to the said section twenty-six as sub-section two thereof:
"Every hermetically sealed package of canned goods, such as fruit, vegetables, fish and the like, shall have the weight of the contents of the tin, can or package containing the same, legibly marked on it; and any packer or other person found guilty of selling or exposing for sale such goods in any such tin, can or package, on which the weight of the contents is not marked, or on which such weight is misrepresented, shall, for the first offence incur a penalty of two dollars for each such tin, can or package, and for each subsequent offence a penalty of not less than three nor more than twenty dollars for each such tin, can or package."
This section shall only come into force on the first day of January, one thousand eight hundred and eighty-five."
E. MIALI,
Commissioner.

BOW RIVER MILLS.
Calgary, Padmore, Silver City.
LUMBER, LATH, SHINGLES, DOORS, WINDOW SASH, Tar and Brown Paper, Builders' Hardware, Brick, Lime, Stone, Coal and Cord Wood.
Contracts taken for all kinds of Buildings, Bridges, &c.
JAMES WALKER,
OFFICES—
Stephen Avenue East, CALGARY.
S. J. HOGG & CO
Dealer in all kinds of building Lumber, Lath & Shingles
Doors, Sash and Mouldings,
STORE SASH & DOORS
Corner Brackets, Building Paper and Lime.
Also Agents for
A Harris, Son & Co.'s IMPLEMENTS.
Of which a full supply constantly on hand. A number of heavy and light
SLEIGHS,
to arrive in a few days, cheap for cash or approved notes. Also agents for
Confederation Life Association
Lumber Yard and Office
Stephen Avenue, opposite Glenn's Feed Stable.

Canadian Pacific RAILWAY. WESTERN DIVISION.
Winter Time Table.
On and after Dec. 7th, 1884, trains will move as follows:—
Going West. a.m. 8.30 Leave Winnipeg
11.05 Portage la Prairie
3.00 Brandon
11.00 Broadview
8.00 Regina
5.25 Moose Jaw
p.m. 3.40 Swift Current
p.m. 8.30 Maple Creek
2.15 Medicine Hat
p.m. 1.30 Arrive Calgary
1.10 Lagan
Going East. p.m. 6.30 Arrive
4.00 a.m. 12.30
p.m. 2.00
p.m. 7.55
a.m. 1.25
8.15
a.m. 3.50
8.45 Leave
Trains between Winnipeg and Brandon daily, except Sundays. Three trains a week between Winnipeg and Moose Jaw, leaving Winnipeg on Tuesdays, Thursdays and Saturdays; returning, leave Moose Jaw Sundays, Wednesdays and Fridays. Once a week between Winnipeg and Lagan, leaving Winnipeg Tuesday, returning, leaves Lagan on Friday. Train between Calgary and Lagan subject to cancellation at any time without notice.
Going East. a.m. 7.30 Leave Winnipeg
3.05 p.m. Rat Portage
2.00 a.m. Ignace
p.m. 1.00 Arrive Port Arthur
Train for Port Arthur leaves Winnipeg on Tuesdays, Thursdays and Saturdays, returning leaves Port Arthur Sundays, Tuesdays and Thursdays.
Going South. Leave a.m. 8.05 Winnipeg
10.59 Emerson
8.40 Winnipeg
9.15 Morris
10.30
11.40 Grates
5 p.m. Manton
*Daily except Saturday.
+Daily except Monday.
Trains run daily between Winnipeg and Grates.
Train leaves for Manitou Mondays, Wednesdays, and Fridays only, returning leaves Manitou Tuesdays, Thursdays and Saturdays.
Train leaves Winnipeg for Stonewall Tuesdays, Thursdays and Saturdays at 9.30 a.m., arriving at Stony Mountain at 10.30 a.m., and returning leaves West Selkirk Mondays, Wednesdays and Fridays at 7.00 a.m., and Stony Mountain at 2 p.m., arriving at Winnipeg 3 p.m.
Train leaves Winnipeg for West Selkirk Tuesdays, Thursdays and Saturdays at 4 p.m., arriving at West Selkirk at 6.00 p.m., and returning leaves West Selkirk Mondays, Wednesdays and Fridays at 7.00 a.m., arriving at Winnipeg 8.50 a.m.
Trains east of Brandon will run by Central Standard Time. Trains west of Brandon by Mountain Standard Time. Central Standard time is one hour faster than Mountain Standard time.
John M. Egan, Superintendent.
Wm. Kerr, Gen'l. Pass. Agt.

TO LET.
TWO very desirable residences on Stephen Avenue, west, storey and a half, with good kitchen attached and out-door offices, thoroughly warm for winter.
Apply to **R. J. ELLIS-ARTHUR,** Stephens Avenue.
Next to Barber's Shop.

STEPHEN AVENUE
Orders by mail from Edmonton
Articles will receive our prompt
attention.
New Drug Store
GO TO TROTTS FOR YOUR
CIGARS AND Imported Goods
GO TO TROTTS FOR YOUR
FISHING TACKLE
GO TO TROTTS FOR YOUR
TOILET SOAPS
GO TO TROTTS FOR YOUR
SPONGES, PERFUMES, AND
GO TO TROTTS FOR YOUR
DRUGS AND MEDICINES
NEW Drug Store
TROTTS
CALGARY
EMPLOYMENT OFFICE I
PENNISTON
AND
JARVIS,
REAL ESTATE
AND
COMMISSION AGENTS,
OFFICE:
STEPHEN AVENUE.
OPP. THEATRE HALL. P.O. BOX 171.
PENNISTON. A. G. JARVIS.

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John M. Egan, Superintendent.
Wm. Kerr, Gen'l. Pass. Agt.

Something New!

GOLD PENS,
GOLD PENCILS
MINTYRE & DAVIDSON,
Opposite P.O.
CALGARY, ALBERTA.

Californian Fruit
JUST ARRIVED
Tomatoes, Pine Apples, Grapes, Oranges, Lemons, Apples.
A full line of confectionery and fancy cuts always in stock.
Geo. L. Fraser,
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FLOUR, FEED AND SEED,
WHOLESALE & RETAIL.
S. PARRISH & CO.,
STEPHEN AVENUE.
Flour, Oatmeal, Cornmeal, Crushed Wheat, Oats, Flax Seed, Barley, Chop, Bran.
SEED WHEAT.
Special Inducements given to Bakers and Hotelkeepers.
POTATOES A SPECIALTY.
Branch Store in Silver City where all the above can be had. Do not forget the Standard.
Chicago, Milwaukee And St. Paul RAILWAY
IS THE
SHORT LINE
FROM
ST. PAUL AND MINNEAPOLIS
Via La Crosse and Milwaukee to
Chicago
And all cities in the Eastern States and Canada.
It is the only line under one management between St. Paul and Chicago, and is the finest equipped Railway in the Northwest. It is the only line running Pullman Sleeping Cars and Palace Sleeping Cars, via the "Superior Route." Along the shores of the "Famous" "Great Lakes" and the beautiful Mississippi River to Milwaukee and Chicago. Its train consists with those of the Northern Lines in the Grand Union Depot at St. Paul. No change of Cars of any Class between St. Paul and Chicago. The finest Dining Cars in the World are now being run by this Company between St. Paul and Chicago.
For through tickets, time-tables, and full information apply to any coupon ticket agent in the Northwest.
J. S. McNEIL, Gen'l. Manager.
A. V. H. CARPENTER, Gen'l. Pass. Agt.
T. CLARK, Supt.
Geo. H. Haysford, Asst. Gen'l. Pass. Agt.

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COMPLETE STOCK OF
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