

Store The Store for Good Values

GOODS

tan and silk mixtures, and mixtures, from 50c up, in all the popular shades, cardinal, navy, green

Misses' Ulsters, Ladies' nothing more suitable

of Silk, to clear at \$2.75

ers for Furs of all work over our stock

Saturdays at 10.

SECORD

uring the beautiful IS GONE, goods at right price.

O., LIMITED.

ERS.

oor Manufacturer's

9th Street, Edmonton.

SURANCE CO.

ria Legislature.

nton, Alta

Edgar A. Brown, Secretary.

Government Deposit.

estern Business.

NTED DISTRICTS

AND MOST DELICIOUS

40c, 50c and 60c Per Lb.

DA

al men or a food specialist

ica but will say that

ND MOST DELICIOUS

40c, 50c and 60c Per Lb.

ADVERTISE

LETIN

GRAIN BAGS! GRAIN BAGS!

All sizes of Cotton and Jute; prices positively the lowest in the city. See us before buying.

GARIEPY & LESSARD

VOL. IV, Semi-Weekly.

EDMONTON BULLETIN, MONDAY, NOVEMBER 12, 1906.

NUMBER 102.

Council Considers Bitulithic Pavement

Machine Telephone Co. Write That Their Plant Will Be Ready On Time

(Saturday's Daily) At the city council meeting last night Mayor McPhail opened the proceedings by presenting his report on the various pavements he had examined during his visit east.

A letter from the Canadian Machine Telephone Co. was read in which the company stated that they would be ready on time with their equipment. The bylaw for the purpose of raising \$60,000 for the purchase of the agricultural grounds was read and prepared for submission to the rate payers. The date fixed for the voting was December 17th.

John McLennan was named as returning officer, and H. J. Hillwill deputy returning officer. The bylaw for the purpose of raising the money for the purchase of a site for the incinerator and for the construction of the plant was also read and prepared for submission at the same time. The cost of the plant is fixed at \$40,500, and the debentures will be on the 20 year equal annual payment plan. The site selected is already the property of the city, but as it is now in the real estate column of the city's books, \$4,500 was added to the amount named in the bylaw, making the total \$45,000.

Alderman Smith asked if this definitely fixed the Kinistino-Clark corner as he understood that there was going to be opposition to that site. The Mayor answered that it did not, that it merely named the amount for the purchase of the site. The bylaw for the purpose of increasing the number of aldermen to 10 was laid over at Alderman Griesbach's request as one of his principal supporters. Alderman Mays was not present. The other aldermen consented.

Mr. McKindrigan, representing the Warren Bitulithic Paving Company, addressed the council, regarding the merits of his pavement. He stated

that bitulithic was now six years old. In Canada in 1903 they built only 13,000 yards. This year they built 150,000 yards. In Chatham they had a pretty lively pavement fight. There were six classes of pavement tried in the first year, three years ago. Two years ago there were only three classes petitioned for. Last year only one class, the bitulithic, was petitioned for. The Warrens were asphalt men at first, but they had now adopted bitulithic altogether.

In describing the pavement he said that in the summer the bitulithic pavement was practically noiseless, as it softened up with the heat, giving an easy footing for the horses' feet. They always used the softest bitumen they could, without getting it too soft, so that it would bunch up. The bitumen was merely for the purpose of a cement, 90 per cent of the pavement being solid rock. They believed that their pavement would last 35 years, but none of it had been less than long enough to wear out.

Mr. McKindrigan said that as far as he could judge, the ground in Edmonton was good ground for building a pavement on and he considered that a bitulithic base was what was needed here.

Mr. McPhail, who is with Mr. McKindrigan, and who is going to be the permanent western manager for the Warren people, and who was formerly chief engineer of all the pavement and sidewalk work in Toronto, spoke briefly on the bitulithic pavement, reading testimonials from municipal commissioners in St. Louis, Boston, Pawtucket, and a many New England cities.

In conclusion, Mr. McKindrigan said that if the city is going to pave next spring it was important that a movement should be made at once, no matter what pavement was adopted. He would prefer to see two or three different kinds of pavements laid, because he believed it helped trade with them to have some other pavements to compare with theirs. He would like to have the city say as soon as possible one way or another, as it took six months for them to get a plant built, which plant would cost \$35,000. Furthermore, the question of supplies was a very important one, and orders would have to be placed a long way ahead.

The Mayor suggested that if Mr. McKindrigan would stay over until Tuesday, the Council would no doubt be ready to take definite action.

Riley Chosen

CANDIDATE IN GLEICHEN.

Liberal Convention Probably the Largest Yet Held in an Alberta Provincial Constituency.

Calgary, Nov. 10.—A great enthusiasm which knew no bounds, and with the largest quota of delegates that have ever attended a nominating convention in a provincial riding in Alberta, the Liberal convention of the riding of Gleichen last night selected Mr. E. H. Riley to carry the banner of Liberalism to victory in the by-election created by the cancellation of the late member, C. A. Stuart to the supreme court bench. From the most remote corners of the large and scattered riding the sturdy supporters of the Rutherford administration came to show their approval and appreciation of the government, and altogether some 8,000 delegates were personally present.

Mr. Riley is a young man who for the past twenty years has been engaged in ranching and farming in the constituency.

A Bloody Fight

BETWEEN RANGERS AND MEXICANS.

Texas Police Body Attacked by Armed Mexicans—Further Trouble Feared.

Brown's Valley, Texas, Nov. 19.—A detachment of Texas rangers en route to Rio Grande city to investigate the assassination of Judge Welch, which occurred Monday night, were attacked by a body of armed Mexicans and a bloody fight resulted. Governor Lanham is rushing troops to the scene and the situation is regarded as critical. More fighting is expected before the troops arrive. The Mexicans are said to be aroused over the opposition to their voting in the recent election.

WANT MUNICIPAL HOSPITAL.

Regina, Sask., Nov. 9.—At a meeting of the board of hospital directors tonight, it was decided to approach the city council with a view to having a bylaw presented to the ratepayers authorizing the sum of \$100,000 to be raised by debentures for the purpose of erecting a fully equipped municipal hospital. The directors propose to sell the property, which is now quite inadequate for the needs of the district and make over the proceeds estimated at \$30,000 to the municipal institution.

A BOMB FOR THE JUDGES.

Kiev, Russia, Nov. 9.—A powerful bomb was found last night in the town of Warren, the capital of Warcell of a man named Rudenko, accused of an attempt to kill Col. Spiridovich, chief of the secret service police, whose trial was to begin today. The bomb was concealed in the prisoner's mattress and was to have been thrown at the judges during the trial. Rudenko's trial has been transferred to a drum head court martial.

STEAMERS SAFE.

and Smyrna, concerning which there was much anxiety, have both turned up safely. The Smyrna passed Quebec at noon yesterday, and is now probably at Montreal. Tonight the coal company received a wire from the captain of the tug, Douglas H. Thomas, which was sent in search of the Finn, that the large steamer had been anchored in the lee of St. Paul's island for several days and that at 9 o'clock this morning she had raised her anchor and proceeded on her way. While the boat was not identified positively as the Finn, there is no doubt it was the missing steamer.

GOVERNMENT TO AID JAPS.

San Francisco, Nov. 9.—The government at Washington has taken steps to aid the Japanese in their fight to secure admission to the public schools of San Francisco. United States Attorney General Moody has instructed United States District Attorney Robert T. Devlin to lend his aid to the attorneys representing the Japanese in the injunction proceedings to compel the board of education to allow Japanese children to enter any of the city schools. District Attorney Devlin refuses to discuss this latest order. He refers all questions to Secretary McCall, representing President Roosevelt here. Attorney Myakawa, attorney for the Japanese, stated yesterday that he had gone before the circuit court and requested that proceedings instituted by him be suspended pending the result of the investigation now being instituted by Secretary McCall.

Would-Be Burglar

CAUGHT AT RED DEER.

Captured in Alberta Hotel While Supposedly Preparing to Rife Slot Machine.

November 9th—A month or so ago the Alberta hotel billiard parlors were broken into and the Cailles slot machine relieved of its plunder. In interviewing Mr. Vickers, manager of the room, at that time, he expressed the wish that the burglar would call again. This appears to have been taken in earnest, if not by the same man by someone else, for on Tuesday morning indications were found that an attempt to gain an entrance to the billiard room had been made but the thief had been frightened away by one of the hotel employees. Judging that the midnight marauder would return the next night, Mr. Vickers and Mr. Walter Price enclosed themselves behind the cigar counter at the north end of the room at closing time, and with revolvers in hand prepared for an all night vigil. It was a weary wait. The sounds in the hotel above gradually died away, and it was not until nearly half past four that some one was heard trying to obtain an entrance from the back door leading from the furnace room.

An attempt would be made to force the door, then a few shovels full of coal thrown on the fire in order to deaden suspicion. After a few more attempts the noise stopped, and Manager Vickers began to think his long vigil had been in vain. A few minutes later, however, a noise was heard at the west window and a minute later an entrance was effected. After giving the burglar time to cross the room, Messrs. Vickers and Price came out of their corner and ordered him to throw up his hands. This he did, and Vickers telling Price to keep him cowered, started for the police. Turning at the door, however, he saw that the burglar was gradually approaching Price, who not caring to shoot the man, was backing up. Ordering him to stop, Vickers fired into the wall beside him. With a cry of "For God's sake, don't shoot me," the erstwhile desperado backed up and set down next the cause of his downfall. Chief of Police Rodnie was soon on hand to lead him to the cells.

The burglar proved to be one Edgar Hull, formerly porter in the Alberta, and since engaged at the new C.P.R. roundhouse.

Doyle is Free

JURY FINDS HIM NOT GUILTY

Evidence Was Purely Circumstantial and Some of it Unreliable.

Bulletin Special. Morden, Man., Nov. 9.—Martin Doyle, charged with the murder of Weyburn westward one hundred miles by the jury today. His lordship, Mr. Justice Richards, charged strongly in favor of the accused, pointing out that the evidence was largely circumstantial and some of it unworthy of credence. The trial which has proved most sensational and of absorbing interest, had a tame conclusion, as when the verdict was brought in there were very few present and there was no demonstration whatever.

NEW C. P. R. BRANCHES.

Moore Jaw, Nov. 9.—It has been learned from authoritative sources here that the C. P. R. will at the next session of parliament, apply for authority to build a new line from Weyburn westward one hundred miles to range thirty, west of the second meridian, in township four, five or six. This means a further extension of the branch line built this year from Houghton to Weyburn. It is also understood that the C. P. R. will make application to parliament to build a new line from a point on the Moore Jaw branch, somewhere near the Elbow, to the present terminus of the Lacombe branch line.

SCHLIME FOR HOME RULE.

Dublin, Nov. 9.—At the recent conference of Irish leaders Sir Anthony Barry, M.C., Under-Secretary to the Earl of Aberdeen, Lord Lieutenant of Ireland, read a draft of a plan for reorganization of the government of Ireland. The draft provided for the est-

Fire at the Fort

PAUL'S TAILOR SHOP BURNED.

Stock and Fixtures Entirely Destroyed—Stock and Fixtures in the Same Building Saved.

Fort Saskatchewan, Nov. 9.—At four o'clock this morning a most disastrous fire broke out in John Paul's tailor shop and dwelling house. A few moments after the alarm sounded, the fire engine, hose cars, etc., were on the spot, but despite the valiant efforts of the firemen, the whole stock of ready-made clothing, underclothing, coat trimmings, sewing machine and all adjoining fixtures, were entirely demolished. Some of the household furniture was saved. The post office, which was in the same building, was saved. The fire started from the inside, cause unknown. This is the first time the new fire engine and apparatus has been in active service, and they proved thoroughly satisfactory. Much sympathy is felt for Mr. Paul and family in their serious loss, there being no insurance. Mr. A. W. M. Campbell owned the building, which was well insured. Mr. Paul will open up business again as soon as possible, in the office recently occupied by H. E. Daniel.

With so much snow, good sleighing and clear cold weather, the fever germ will surely disappear. The provincial government has sent a fine map of the Dominion of Canada to the Presbyterian church here, for use in missionary work. At the last meeting of the W. H. M. S. Rev. A. F. Forbes called the different missions. Mr. James Bell of Winnipeg, and western representative of the Bell Foundry Works at St. George, Onta, spent a few days in the Fort last week, establishing their agency at the point with Messrs. Kelly and Warren.

Mr. Walter Armitage, of Edmonton, was in town on Wednesday business. Mr. John Chalmers, C. N. R. bridge engineer, is in town on business and also renewing old acquaintances. Mr. Charlesworth accompanied Mr. Chalmers. Messrs. J. Row and W. A. Deyl were down yesterday.

The Fort St. Charles Orchestra is now engaged to give one of their excellent entertainments here on Thursday night under the auspices of the Freethy-an church choir. This company comes with first class recommendations and a treat is expected.

THE MANCHESTER HOUSE

(Established 1886.)

With the rapid approach of cold weather, we would call your attention to our very large stock of

OVER-SHOES AND RUBBERS

We are carrying the well-known "Camden" rubber shoes and over-shoes, and can fully recommend every pair.

W. Johnstone Walker & Co

267 JASPER AVENUE EAST

Canadian White Co.

WANTS THE SEWER CONTRACT.

Offers to Finish Work on Percentage Basis—Report on Taylor Work Read.

(Saturday's Daily) The Canadian White Co., through W. J. Carter, who is acting for them, submitted a proposition to the City Council last night to complete the sewer contract on what the railroads called the "force" work plan. The White Company proposes that their engineer and the city engineer will together prepare an estimate of the cost of doing the work. The company would then do the work for the cost, which the city would pay. The company not handling any money at all, plus 10 per cent which the company would get for overseeing the work. In case the cost of the work went over the estimate the company would pay the excess up to the point where one half of their 10 per cent was used. If the cost were lower than the estimate the company would get one half the saving. The council considered the proposition and laid it on the table, to come up again next Tuesday. Alderman Bellamy said the proposition looked good to him, while Alderman Manson cautioned the council to look into the proposition carefully before taking it up. The commissioners reported the result of their negotiations to date with the Taylor Company in the form of a report. The crux of the thing so far is that the commissioners are willing to take over the entire plant except the steam shovel, which cost \$6,000. It was not questioned that the shovel was worth \$6,000, but the commissioners objected that the city did not need it.

CANORA SHOOTING ACCIDENT.

Canora, Sask., Nov. 9.—A sad shooting accident occurred Thursday afternoon, when the four year old boy of Henry Reglin, section foreman here, was accidentally shot while playing in a neighbor's house, with other boys about the same age. A gun had been left in the corner of the room, loaded, and it is supposed the boys had taken it down and in playing it was discharged in some way and the contents entered the child's stomach.

GEORGIA TOWN BURNED.

Atlanta, Ga., Nov. 9.—Special despatches from Augusta state that the town of Georgia, Ga., was the scene today of a destructive fire. The loss amounted to more than \$100,000.

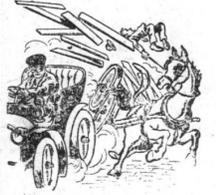
PLEASE NOTICE

Bisbee, Arizona, Nov. 9.—All miners employed by mining companies at Bisbee and Tombstone, have received notice of an advance of 25 cents a day in wages, to date from November 1st.

NOTHING IN IT.

Montreal, Nov. 9.—It was reported today that Hon. Charles Fitzpatrick will resign as chief justice of the supreme court to become solicitor of the G. T. P. railway at a salary of \$35,000 per year. President Hays, of the G. T. P. railway, said tonight that the report was the first he had heard of the chief justice resigning to become the company's solicitor. "There is no foundation in the report," he said.

A TRYING MOMENT



Is when your newly purchased horse runs up against an automobile. Another trying moment is when you are deciding where to buy your lumber, doors, windows, frames, lime, building paper, etc. If you decide to buy from us the trying moment will be used to your advantage.

CUSHING BROS. Co., Limited.

Edmonton, Strathcona, Ft. Saskatchewan, Etc.

A Very Elaborate Showing Of Fine And Medium Priced Furs.

We assert positively that we were never in better condition to take care of your fur wants than at present.

NEAR SEAL JACKETS A very choice lot in fashionable blouse styles and the jaunty short jackets; 24 inches long; values that cannot be duplicated \$55 and \$70.

LADIES' FUR LINED COATS Very low priced; splendid quality, lined with clear hemsted; German beaver coats. Big value; in black and navy blue \$50 and \$70. \$32 to \$75.

ASTRAKAN JACKETS Finest quality selected skins, 33 inches long; none better ever offered, quality and workmanship considered \$38.00

LADIES' FUR LINED COATS Imported cloths, 45 inches long, lined with squirrel lock, Hamsted, etc., collars of Persian lamb, Jap mink and opossum, prices from \$32 to \$75.

A large assortment of fur neck pieces with muffs to match in Mink, Tibet, Near Seal, Jap Mink and Opossum.

J. H. MORRIS & CO., DEPARTMENTAL STORES.

Sole Agents, Standard Patterns, 10c. and 15c.

EDMONTON BULLETIN
 DAILY—Delivered in City, 34 per
 year. By mail, per year, 35.
 SEMI-WEEKLY—Subscriptions per
 year, 17. Subscriptions strictly in
 advance.
BULLETIN CO. LTD.,
DUNCAN MARSHALL,
 Manager.
 MONDAY, NOVEMBER 12, 1906.

AN EXPOUNDER OF THE LAW

(Friday's Daily)
 The Mail and Empire, of all others,
 has so condemned the Government for
 the sale of irrigable lands to the
 Southern Alberta Land Co., that it is
 not surprising that the Mail and Empire
 should be the first to attempt to
 expound the Irrigation Act under
 which the sale was made, and still
 disapproved, probe the minds of the
 legislators for the root idea which
 they incorporated in the written law.
 As a result of its quest, the Mail
 concludes that:

The principle which underlies the
 irrigation system is made apparent
 by the terms of the law. It is ob-
 vious that Parliament contemplated
 by the bringing into cultivation of
 areas that are not well watered by
 the employment of private capital in
 irrigation enterprises. Companies
 were to be formed to dig
 ditches and to build reservoirs. The
 water was to be carried to the
 points at which it was needed and
 was to be sold to the farmers at a
 moderate price. The irrigation
 law makes provision for the char-
 ging of companies to construct
 the needed works, for the tapping
 of the rivers and lakes under gov-
 ernment supervision, and for the
 disposal of the water on equitable
 terms to the farmers.

Recognizing that the larger number
 of members of Parliament when
 the Irrigation Act was passed, differ-
 ently conceived the manner in which
 the Mail and Empire will search
 for the root idea which underlies the
 irrigation system. On the other hand,
 it is clearly clear that an irrigation
 system, controlled by a dividend paying
 company, is not the thing which the
 law contemplates. Assuming, then, that
 the Mail's view is correct, and Parlia-
 ment intended that the "Irrigation
 Companies" should be "irrigation
 companies" only, it would surely have
 been so stated. Opposition
 members, that the scheme would not
 work, and that for the reason that
 the land would be sold at such
 prices in many districts in the west
 today is a matter not of argument
 but of common observation, and that
 they would be especially likely to
 do so in districts where the advan-
 tages of irrigation could be urged as
 an excuse for boosting the price is
 a matter of argument and of obser-
 vation, and history also. That a
 company might be willing to risk
 hundreds of thousands of dollars in
 an enterprise which offered a possibility
 of this kind is too improbable to suppose
 that Parliament considered it a reli-
 able basis for a plan of settling the
 "irrigable" lands.

The Mail and Empire would ap-
 pear to have construed the opinion of
 the Hon. Mr. Mackenzie in his
 statement to the House of Commons
 in relation to the Irrigation Act, which
 reads:

"Any company authorized under
 this Act may acquire land by pur-
 chase or lease for improvement by
 irrigation, and shall dispose there-
 of within fifteen years after its
 acquisition, otherwise such land
 shall revert to the Crown; except-
 ing, however, such lands as are
 actually under cultivation, or are
 being used for farming, gardening,
 stock-raising, dairying, horticul-
 ture, tree planting and forestry,
 provided that the lands so excepted
 do not comprise more than 10
 per cent. of the total area of land
 brought under irrigation by the
 company."

It would be difficult to conceive
 how Parliament could more clearly
 express its intention, that an Irriga-
 tion Company should acquire lands
 as a guarantee that they should be
 sold to the actual cultivators at a
 time and price which would ensure
 their speedy settlement.

But according to the Mail and

Empire, the important circumstance
 is that the men who secured the land
 resold it at a profit. This the Mail
 regards as "indicating peculiar vil-
 lainy on the part of the Government,
 and it demands to know why these
 men should have been sold land on
 which they have made a profit. This
 is peculiar reasoning surely, for by
 its application both the present and
 former Governments should be con-
 sidered for every acre of public land
 which has passed into private hands,
 and which the recipients have turned
 over at an advance. Where this
 kind of logic originated the Mail
 does not inform us, but it can be
 justified apparently only by suppos-
 ing the Government gifted with a
 rare prophetic insight. The Govern-
 ment, it thinks, should have fore-
 seen the advanced price thereupon
 that would have secured for the land.
 The Mail is wise after the event—
 wiser, apparently, than some "finan-
 cial" gentlemen of its political per-
 suasion and intimate acquaintance.
 Mr. Foster, for instance, is a
 gentleman considerably interested in
 western lands, and supposedly well
 versed in their values, present and
 probable. His history gives us, no
 reason to suppose that he would over-
 look an apparently good opportu-
 nity or that he would be prevented
 from embracing it by lack of finan-
 cial resources. Yet Mr. Foster is not
 reported as having made any "clean
 up" in irrigable lands nor of having
 attempted to do so, nor even of ex-
 pressing an opinion that it could be
 done. The reasonable conclusion is
 that the experienced, conservative
 financier and the gentleman with
 whom he is associated did not con-
 sider such investment as an ordi-
 narily good speculation. The Mail
 would surely not expect more specu-
 lative acumen from a Liberal Govern-
 ment than from Mr. Foster.

This aside, the fact of a second or
 a third or a tenth sale does not re-
 lieve the owners from the necessity
 of establishing the irrigation works.
 From the fact that the land can-
 not be sold to settlers until the
 works are established, nor the fact
 that after the works are completed
 the longer the lands are kept from
 the settler the longer will the invest-
 ment in the works be unproductive,
 nor that the price which the settler
 must pay for the land will be gov-
 erned by the price of equally pro-
 ductive land in districts which do
 not need irrigation.

CURRENT COMMENT
 (Friday's Daily)
 Toronto Globe: If the people of Ed-
 monton want any benefit from the ex-
 perience of other cities in the matter
 of union stations, Toronto is a good
 place to go to. In 1878, when we had
 three terminal stations. Now we have
 only one. The gain in convenience
 is enormous, and it should be
 easy for Edmonton to obtain the
 same. Five years ago there were
 years of trouble that proved necessary
 to bring about our present consolida-
 tion.

The Lethbridge News has become a
 daily—the fifth in Alberta. Comment-
 ing on the fact the Calgary Albertan
 says: "The progress of the news-
 paper in this province is a matter of
 record. Five years ago there was in
 Alberta only one daily newspaper, now
 there are five. Five years ago there
 were only two weekly or semi-weekly
 papers. Now Alberta has about forty-
 five, besides a few monthlies."

Alberta Star:—Take any number
 between nine and one and add one. Multiply
 by nine. Drop the left hand or
 first figure of the two comprising the
 result. Add together the original
 number. Just why the answer is
 always 23 irrespective of the number
 originally selected is not obvious, but
 the stubborn fact remains it is in-
 variably 23. You can take one, two,
 three, four, five, six, seven, eight or
 nine and the answer is always the
 same. Skiddoo!

MR. HYMAN AND HIS OPPONENTS
 (Saturday's Daily)
 The fact that charges of corrupt
 practices in the London bye-election
 in 1905 were withheld for a year, and
 suddenly launched when and only
 when a number of bye-elections were
 pending in 1906 was in itself suffi-
 cient to justify the belief that whether
 the charges were true or false the
 method of handling them was de-
 signed less to aid justice, or to
 cleanse election practices than to aid
 the Conservative candidates in the
 bye-elections, and to discredit the
 Liberal Party in the country gen-
 erally.

This view was strengthened by the
 fact that the timely release of the
 charges was accompanied by a
 blare of journalistic trumpets which
 contrasted remarkably with the pro-
 tracted silence with which they had
 been formerly treated, and which
 simply supplied the morals which it
 was to the interest of the Conserva-
 tive candidates that electors should
 draw from the disclosures of the
 court. This noisy accompaniment
 of the judicial investigation has con-
 tinued with various alterations in
 tone and key until now the journals
 are plaintively imploring Mr. Hy-
 man to resign and open the consti-
 tution for a bye-election.

On the face of things, this pleading
 of the Conservative press with Mr.
 Hyman to voluntarily vacate the
 seat is pretty good evidence that
 they have little hopes of compelling
 him to do so. It does not require
 more than casual acquaintance
 with the campaign methods of our

Opposition friends to disclose the
 fact that they do not usually request
 Liberals to resign when they have a
 reasonably good fighting chance of
 unseating them by process of law.
 As against the member who is un-
 seated because of corrupt practices
 by his supporters, the member who
 voluntarily resigns when such prac-
 tices are revealed has the advantage
 of the prestige gained by a supposed
 protest against immoral practices.
 That this fact is understood by
 both Liberals and Conservatives
 scarcely needs assertion, and it is
 because they recognize the political
 value of this prestige that the Con-
 servative press would sooner see a
 Liberal member unseated by the
 courts than see him resign as a
 protest against dishonest methods used
 to elect him, even though employed
 without his knowledge and against
 his declared wishes. If therefore the
 opponents of Mr. Hyman had any
 good reason to suppose they would
 be able to unseat him by law they
 would not be imploring him to vol-
 untarily vacate the seat.

On the other hand, the fact that
 Mr. Hyman has declined to avail
 himself of the political advantage of
 voluntary resignation is the best
 circumstantial evidence that he
 has no desire to fear personally from
 the findings of the courts. Otherwise
 the Minister of Public Works must
 be a man singularly bereft of ordi-
 nary foresight. For, assuming as his
 opponents aver with little enough
 reason but with a plenitude of vigor,
 that there is a possibility of the in-
 vestigation revealing a connection
 between the corrupt practices of his
 followers and Mr. Hyman himself,
 it would surely be a course of more
 than ordinary stupidity for Mr. Hy-
 man to retain his seat while the in-
 vestigation proceeded. To do so un-
 der such circumstances would be
 both to sacrifice the political advan-
 tage of resignation and to court
 the danger of a revelation of personal
 complicity, which must inevitably
 transfer the moral sympathy of the
 community to his opponents if it did
 not involve personal disqualifica-
 tion. That Mr. Hyman continues
 to hold his seat is the best assurance
 he could give that the continuance
 of the investigation has no terrors
 for him.

If the gentlemen who are behind
 the investigation really desire the
 ends of justice and the purification
 of election contests they should ac-
 knowledge an obligation to Mr. Hyman
 for maintaining his seat, for his
 continuance in office alone ensures
 the prosecution of the inquiry. Sup-
 posing Mr. Hyman resigned and the
 constituency were opened, either
 Mr. Hyman would be re-elected or
 he would be defeated, and in either
 event the investigation into the elec-
 tion of 1905 would be at an end. For
 if he were again elected in 1906, who
 among his opponents would be found
 willing to continue an investigation
 as to how an election in 1905 was
 won? And if he were defeated in
 1906, what reason could his oppo-
 nents have for further investigating
 the methods by which he had been
 elected in 1905? Whether the inves-
 tigation might legally be continued
 or not is not the question, for legal
 or illegal, it is the lengthening
 of the history of elections that
 no one would care how or by
 what means the elections of 1905
 had been won or lost when a later
 contest had either endorsed or nulli-
 fied the verdict. If, therefore, it is
 desirable that the election methods
 employed in London be investigated,
 it is no less desirable that by retain-
 ing his seat Mr. Hyman make their
 investigation certain. And if the
 opponents of Mr. Hyman really de-
 sire an investigation for the purpose
 of punishing the guilty and thereby
 bettering the election practices of
 the country they are under obligation
 to Mr. Hyman for taking a course
 which alone guarantees an opportu-
 nity for accomplishing this pur-
 pose, the more so that the opposite
 course, both the one which would
 greater immediate promise of polit-
 ical advantage.

Parlils of the North
 Ottawa, Oct. 26.—The qualities of the
 man who composed the Royal North-
 West Mounted Police has often been
 demonstrated, but rarely has fidelity,
 devotion to duty, fearlessness, unselfish-
 ness, and indomitable determination
 been manifested in greater degree than
 was displayed last winter in a journey
 made by Constable Soller, amounting
 in all to about 295 miles. The trip was
 made in company of Interpreter Ford
 and an Eskimo named Tupelook. It
 was undertaken for the purpose of lo-
 cating the whereabouts of a Scottish
 ship, the Ernest William, and ascer-
 taining her liability to the customs duty
 for supplies imported. Constable
 Soller probably receives pay to the
 amount of about a dollar and a half a
 day, but, without a murmur, he en-
 dured upon and successfully accom-
 plished a journey attended by great hardships,
 and which many an explorer would
 have been proud of relating. The recital
 of Soller's trip is contained in a diary,
 which has just been received at the
 Mounted Police Department. Nothing
 more modest or unfractured than
 the account of the long journey and the
 difficulties met with and surmounted
 could be imagined.

Constable Soller, with his two com-
 panions and a dog team of ten, left
 Ft. Laramie, on the west coast of Hud-
 son's Bay, on February 1st last. They
 returned on April 10th, having been
 exposed for two months to the rigors
 of an Arctic winter. The only casualty
 was a frost-bitten leg of one dog that
 was left behind at Lyon's Inlet. On
 his way to their destination and back
 (nearly) to the weather was encountered
 and many hazards. At night snow-
 houses were built for shelter, call-
 ed by the Eskimos "igloos." Herds of
 deer were seen, and several were shot
 for food. For a couple of days, how-
 ever, both men and dogs went on short
 rations. Had it not been for falling
 in with a party of natives, they would
 at one time have been in desperate
 straits. For a great part of the jour-
 ney the food had to be eaten frozen,
 because the alcohol and wool gave out.

Here are a few extracts which show
 the nature of the hardships encountered
 on the journey: "We have only fifty
 pounds of deer meat, two pounds of
 pemican, and six pounds of boiled
 meat for ourselves and the ten dogs.
 We must find natives. Very cold
 day. I had both my feet badly frozen.
 My footgear is in a very bad state
 —wet and worn out. We were com-
 pelled to break up some barrels to cook
 food, as we had been subsisting on frozen
 meat for the last three days."

"Terrible snowstorm. Impossible to
 go out looking for natives. Our dogs
 are getting hungry as they have had
 nothing for three days. We cannot
 possibly give them anything out of
 what small supply we have for our-
 selves. My feet are very raw, the re-
 sult of frost burns."

"Bad storm, but not nearly so bad
 yesterday. I sent Ford and Tupelook
 out to look for natives. They re-
 turned at 5 p. m., bringing us in-
 formation that cheered us quite a little.
 The ship they learned was at Melach-
 musk; the place where ghosts chase
 women. They brought some meat for
 the dogs, and said the natives, who be-
 long to the Nituik tribe, would come
 in the morning with as much meat as
 they could spare."

"Still storming. Finished up all our
 meat for breakfast. About noon the
 natives came in, bringing about 400
 pounds of meat, which I purchased
 from them. It was nearly all seal
 meat. We found it rather high all by
 itself, but bought it as a great success."
 In due course the party reached the
 vessel for which they were searching,
 and received a hearty Scottish welcome
 from her commander, Captain Murray,
 who fitted them up with stores for
 the return journey.

Here is the last item in Constable
 Soller's diary:
 "April 19th. Broke camp at sun-
 rise (about 4 a. m.) and made the de-
 partment about 1:30 p. m. Some few

miles from barracks I noticed the flag
 at half-mast, which told me plainly
 that what I feared had come to pass.
 On arrival my thoughts were confirmed
 on hearing that Staff-Sergeant Hayne
 had passed away the night before. We
 were just in time to attend the fun-
 eral. The report of Constable Soller con-
 tains much valuable information about
 the country traversed and the natives
 met with. He mentions a rumor cur-
 rent among the natives that in the
 winter of 1905 a white man belonging
 to a ship wintering in the Arctic was
 killed by the Nituik tribe. The white
 man retailed by killing three Eski-
 mos and all their dogs. Constable Sol-
 ler believes that such thing may have
 happened in connection with the Nor-
 wegian sloop Gj3.

REMAINS FOUND AT CARLISLE.
 Carlisle, Sask., Nov. 9.—The re-
 mains of Charles Shirley, who for
 some time was employed in the law
 office of W. H. Williams, of this town,
 who disappeared about three
 weeks ago were this afternoon found
 lying in a bluff about 40 rods from
 the town. It is thought that he com-
 mitted suicide in a fit of despondency.

BORN
 WILLIAMS—At Strathcona, Nov. 6th.
 The wife of H. M. Williams of a
 daughter.

MARRIED
 Casley—Lawson—A pretty house wed-
 ding took place yesterday evening,
 Nov. 7th, at the home of Mr. and
 Mrs. Thomas Bellamy, Second street,
 when Miss Minnie Lawson of Char-
 lotteville, P.E.I., was married to Mr.
 B. J. Casley, of Edmonton. The
 ceremony was performed by Rev.
 Dr. McQueen of First Presbyterian
 church. Only the near friends of the
 contracting parties were present.
 Mr. and Mrs. Casley will reside on
 Thirteenth street.

AYLWIN—CROSKILL—The marriage of
 Frederic Alan Aylwin, of the city of
 Edmonton, to Mabel Constance Cros-
 kill, youngest daughter of the late
 Thomas Crookill, Esq., of Bedford,
 Nova Scotia, took place yesterday at
 All Saints' church. Rev. H. A. Gray,
 rector of All Saints', performed the
 ceremony.

**EDMONTON HIDE AND
 WOOL COMPANY**
 Mr. PHILIPSON, Manager.
 Are prepared to buy your
 HIDES, WOOL, FURS
 and TALLOW at the
 Highest Market Price.
 McDougall Street,
 Just Back of New Imperial Bank.

There is Nothing Better

Steel Stubble and Sod Plow.
 Fitted with the celebrated "Garden
 City Clipper" Bottom.
 Made by Bradley Mfg. Co., Bradley, Ill., U.S.A.
 About the best thing you can get hold of for all classes of work. At
 home in the stubble or fallow, turns a good flat furrow in the soil. Just
 a nice medium between the more abrupt old ground plow and the long,
 slow turning breaker. Hardened moldboard, share and landside.
 If we knew anything better suited to general work in this locality, we'd
 be selling it. But we don't think there is anything better. You'll agree
 when you see this one. Come in and let us show you.
 Sole Selling Agent.
Manuel & Corriveau, Edmonton, Alberta.

McClary's

**ALL Kootenay
 Steel Range
 wearing parts
 are made extra heavy**

**Kootenay
 Range**

**London-Toronto-Montreal
 Winnipeg-Vancouver-St. John N.B.**

Revillon Bros., Ltd., Sole Agents

**IF YOU ARE BUYING or
 IF YOU ARE SELLING.....**

Come and see for yourself who does the business every
SATURDAY, AT TWO O'CLOCK
 EDMONTON.
 Cattle, Horses, Wagons, Harness, Etc.
AUCTIONEER SMITH
 Office at The Seton-Smith Co., McDougall Ave.
 Office Phone 250. Edmonton, Alberta
 Stable Phone 363. P. O. Box 368.

Tallow candles came
 before electric lights—but
 that does not prove candles
 better.

**"Progress
 Brand"
 Clothing**

was not the FIRST
 clothing made in Canada
 —but—
 Look for the label that protects.

Edmonton Clothing Co.

None
 Quit

None
 Pure

**EDDY
 MATCHES**

Ask your Grocer for one of the following Brands—
 In Sulphur—"Telegraph" and "Telephone."
 In Paris—"King Edward," "Headlight," "Eagle," "Victoria,"
 "Little Comet."

FARM LAND PROPRIETORS.
 List your Farm Property with us for quick sale
J. B. WALKER & COMPANY.
 P. O. Box 359, Norwood Block, Jasper Ave., Edmonton, Alta.

MONSIEUR LAKE FREIGHT
 A glance at the list of ships
 built for the season of 1906
 a certain extent the rapid
 the industries of the territory
 tary to the great lakes. At
 ning of 1906, the ship build-
 great lakes had under order
 sets for this year's delivery,
 34 were bulk freighters, two
 passenger steamers. Many
 boats had been ordered early
 preceding summer, a thing
 doubted in the history of the
 lakes, as new vessels are in-
 contracted for until late in
 when the volume of the com-
 merce can be more ac-
 guaged. With the exception
 6,800 ton freighters, the 34
 freighters ordered had carry-
 capacities ranging from 8,000
 12,000 tons, and a total carry-
 capacity of 338,500 tons. The
 boats are capable of moving in
 some approximately 6,750,000
 ore. The average carrying ca-
 pacity of the modern lake freight-
 grown so fast that it is now
 double what it was as late as
 years ago. During the preced-
 1905, there had been put in
 water on the great lakes 28 at
 All of the new ships, the
 delivery are now in commission.
 One of the new ships, the
 Couly, a bulk freighter, of
 tons, was built at the Lorain,
 the American Shipbuilding Co.
 William P. Snyder, of 10,000
 was built at the Ecorse yard
 of the Great Lakes Engine
 Works. The other two ves-
 each 12,000 ton boats, the La-
 the lakes. The Henry H. Rogers
 the American Shipbuilding Co.
 ited States Steel Corporation
 other three being the J. Pierpont
 gen, Norman B. Ream, and P.
 B. Widener. They are 600 feet
 all, 580 feet keel, 58 feet beam
 feet deep. With a load of 12,000
 they draw 19 feet. When dis-
 21 feet they have actually carry-
 600 tons. This loading can be
 ed on the exclusively Lake Ma-
 run from Escanaba to South
 carrying ore for the Chicago
 the Steel Corporation. The other
 000 ton bulk freighter, the Ed-
 Townsend, with the sister ship
 Daniel J. Morrell, was built
 American Shipbuilding Co. of
 delphia and is 610 feet in length,
 feet in length at present the
 freight boat on the lakes, being
 feet over all and 52 feet keel
 extra 2 feet, however, is taken
 the forepeak, and does not rep-
 cargo space. In 1907 there are
 three 905 ft. steamers built.

The practice of ordering well
 advance of delivery has been
 uel this year. In fact, in the
 of 1906 orders began to be placed
 1907 delivery. Today there are
 order for 1907 delivery 36 ves-
 which 34 are bulk freighters,
 passenger steamer and one a car-
 These probably do not repre-
 extent of next year's building,
 ditional contracts are pending,
 expected in the near future. More
 22 will be built by the American
 building Co., nine by the Great
 Engineering Works, three by the
 ledo Shipbuilding Co., Toledo,
 two by the Collingwood Shipbu-
 Co., Collingwood, Ont. These
 bulk freighters range from 5,
 12,000 gross tons capacity, one
 5,500 tons, three 6,500 tons, six
 tons, two 8,000 tons, three 9,000
 ten 10,000 tons, one 11,000 tons,
 seven 12,000 tons. The tendency
 ward ships is therefore very
 As in the 196 list the steel
 panies are prominent. Four of
 steamers are for the Pittsburgh S-
 hip Co., and three for the W-
 Transatlantic, which is controlled
 the Tonawanda Iron & Steel
 ore leaves the ground. More
 this, the Lackawanna Steel Co.,
 has built at Buffalo the largest
 vidual steel plant in the world
 tends to engage in the transport
 business. It has already or-
 eight steel steamers for 1907 deliv-
 and it is understood that eight
 steamers will be ordered by this
 pany for the 1908 delivery. As
 payment for the eight ships or-
 the American Shipbuilding Co.
 take over the plant of the Ship-
 ers' Dry Dock Co., Chicago,
 has been controlled by Moses T.
 vice president of the Lackawanna
 Steel Company.

If it may appear as though this
 too great prodigality, but already
 new boats have proved inade-
 present year have proved inade-
 to meet the rapid expansion of
 commerce. In no other way
 haps, is the great prosperity of
 country better reflected than by
 recent growth of lake shipments,
 cause of this increase in lake ton-
 is the great demand for iron
 steel. Nearly all of the workable
 posits of iron ore are in the Lake
 prior country. They are abundant
 and of excellent quality. They
 mined so easily and transported
 cheaply that non of the other
 deposits of the country can com-
 with these ores in furnace cost,
 late years this ore commerce,
 which most of these vessels are
 chivalry built, has grown by
 bounding leaps and bounds, the
 increase of the movement of 1905
 1905 being greater than the

DAILY FASHION NOTES

A PLEASING WAIST WITH CHEMISETTE.

The guimpes and shield effects are so popular this season that one often finds difficulty in getting a design which is not like those worn by everyone. For this reason, the home sewer will be glad of a new idea for such a waist which is unlike those to be purchased in the shops. Tucks at either side of the front lend breadth to the shoulders and fullness to the front. Those in back are stitched to yoke depth, and then



drawn down softly into the girdle. The sleeves may be in full or elbow length. The trimming band finishing the edges of the front is of excellent style and may be of silk or broad cloth in the same color as the waist. The medium size of this waist calls for 2 7/8 yards of 27-inch material. The chemisette and cuffs should be of lace or a plain color silk.

SOME SMALL PAJAMAS.

It is the pajama age, and not alone for grown-ups but for the small folk as well. Mothers find them very practical for little girls, and boys, because they are warmer than night-gowns, and cannot be so easily kicked off on cool nights. The pajamas sketched here are very simply made



and yet quite attractive. The upper part has seams under the arms, and on the shoulders, and then buttons snugly to the throat. They may be made of gingham, madras or outing flannel, and a plain cotton or wool broad makes a pretty finish for the edges of neck and front. For the medium size 4 1/4 yards of 36-inch material is needed.

AN OUTFIT FOR THE SMALL MISS.

Tiny maids need new outfits quite as much as older ones, and if mother can find time to fashion the little garments at home they will seem all the more attractive. Here are coat, cap and dress, all of the latest style, and not elaborate. The dress has a round yoke, and small bishop sleeves, being suited to development



in the wide embroidery or any white washing stuff. The coat would be pretty if made of white eschamere or broadcloth, while red and blue are advisable. A silk or washable fabric may be used to trim it, and the lining should be silk or a soft

durable material. The cap is very pretty if made of a soft silk, the crown and headband, being embroidered in white. For the medium size, 2 5/8 yards of 27-inch material are needed for the dress, 2 7/8 for the coat and 1-4 for the cap.

FOR THE YOUNG GIRL.

Many pretty gowns for young girls are being made up with yokes or yoke effects, and the chemisette is especially attractive. Three tucks at either side of the front and back provide a graceful fullness which is girdled neatly at the waistline. The



sleeves are finished with narrow pleatings of silk, while velvet forms the trimming of the skirt and waist. Narrow tucks form a yoke effect in the skirt and retain the fulness to below the hips. The sleeves may be full length if preferred. A cashmere, serge, challis or silk may serve as material for the dress. The medium size calls for 4 1/2 yards of material 44 inches wide.

A SMART REEFER FOR A GIRL.

Cold weather makes the warm coats look most comfortable and attractive and one which will please the small wearer as well as mother is shown. A heavy Scotch tweed in plaid was the material used, with no adornment except for the stitching and buttons. An inverted pleat ap-



pears at the centre of the body back, while the skirt pleats hang free. The neck closes singly at the throat, with a high turnover collar, while the double breasted effect in front gives a warm sturdy appearance. Any of the warm fabrics may be used or the coat. The medium size calls for 1 7/8 yards of 54-inch material.

AN EMPIRE DRESSING SACK.

The modes of the empire have proven themselves so fetching that Miladi makes use of them on every possible occasion. Here is sketched an attractive little negligee in em-



brodered French flannel, which shows forth the style to perfection. The deep yoke is of tucked material, with broad bands of lace as trimming. The sleeves are of short flow-

ing style, but they may be handed as shown in the smaller drawing if desired. The sack is very simply put together, the yoke being in one piece and the skirt portion and vest being in one. Any soft fabric may be used, the washable silks being especially suitable. For the medium size 4 1/4 yards of 27-inch goods are needed.

ONE OF THE NEW SUITS.

The new street suits are very trim and attractive and should prove becoming to any wearer. The model shown is in light weight broadcloth of a dark red shade, and set off very attractively by the dainty embroidered collar. The coat is fitted in back and at loose pony tucks in front, ending just above the hip line. The skirt is a nine piece circular one, and of excellent shaping. The top fits perfectly over the hips and hangs with increasing flare. Both coat and skirt are of simple construction and would cause the amateur little trouble in the making. For the medium size the coat requires 1 1/2 yards of 54 inch material and the skirt 4 1/4 yards of 44 inch goods.

A PRETTY CHEMISE NIGHT-DRESS.

The chemise nightdresses are great favorites because they can be made so much more attractive without the front opening to interrupt the scheme of decoration. Here is one of unique design which provides for the use of two different materials in the yoke. A plain embroidered material may form the shaped yoke band, while the gusset yoke may be of some finely tucked material or lace. The sleeves may be in bishop style or flowing, and are of three quarter length. A fine nainsook or lawn may be used for material, and any amount of elaboration will be possible. For the medium size 5 1/2 yards of 36-inch material are needed for the medium size.

VERMILION NOTES.

Vermilion, Nov. 6.—The Vermilion Lodge A. F. and M. was instituted on Saturday evening last by Dr. Wade, the District Deputy Grand Master. The following officers were appointed: A. W. Roseborough, W. M.; M. A. Brinacone, Senior Warden; W. F. H. Thompson, Junior warden; J. A. Roseborough, senior deacon; E. M. Brown, junior deacon; W. Gibson, senior steward; W. B. Cameron, jr. steward; Dr. Ryan, secretary; O. Baker, treasurer; W. M. Arthur, chaplain; J. W. Graham, tyler.

After the institution ceremony, a banquet was held in the Brunswick hotel. The first regular meeting is fixed for Tuesday next. A regular meeting of the Town Council was held last evening at the usual hour, the mayor, Councillors Brown, Cameron, and Ryan being present. In response to the advertisement for a town crest, only two designs were sent in, and it was decided to submit one or more designs for consideration. Several by-laws were discussed, and one respecting order and morality read and passed. The by-law granting a franchise to the Alberta Power, Light and Supply Co., was read three times and duly passed. It was further decided to employ a town constable. Mr. Harry Bowtell left last night for Lloydminster, en route for Onion Lake, where he is to be married tomorrow to Miss E. A. McCleghnan of Lloydminster. M. A. Brinacone accompanied him on the trip, to furnish the support necessary for the occasion.

FOUND DEAD.

Haleybury, Nov. 7.—Two men have been found dead in a shack here. One was Thomas G. Porter, formerly editor of the Tribune, publisher of the paper at Mattawa; the other was George White, a stone mason. Porter was well educated, and was once a Church of England clergyman.

EDMONTON MARKETS.

City market.—Hay, slough grass \$10 to \$12 a ton; Upland prairie hay \$10 to \$12 a ton; Timothy \$14 to \$18; green feed \$8 to \$7 a ton; straw, \$4 a load. Coal, \$4 per ton. Potatoes, 25c to 35c per bushel. Oats, 20c to 25c per bushel. PRODUCE. Whitelaw and Co. quote eggs at 25c, butter prints 25c per pound; tub 20c; Gariepy and Lessard quote eggs strictly fresh at 30c a dozen, butter prints 25c, tub 15c to 20c; McDonald and Secord quote eggs at 27 1/2c a dozen, butter in prints 25c to 28c, tub 14c to 15c; Hudson's Bay quote strictly fresh eggs at 27 1/2c, butter in prints 21c to 22c, tub 30c; Revillon Bros. quote for strictly new laid eggs 30c per dozen, butter in prints 25c, tub 20c; Edmonton Produce Co. quote eggs at 20c, butter 15 to 15 1/2c.

LIVE STOCK AND POULTRY.

Best 2 1/2c for steers, cows 1 1/2c; pork \$9.25 per cwt., mutton 5 1/2c. Poultry.—Chickens 10c live weight, geese and ducks 10c live weight, turkeys live weight. Any dressed poultry offered by farmers should be dry picked as it is worth from 1s to 1 1/2c more per pound, and keeps longer. north battleford — HT 3) 4 & &

RETURNING FROM THE EAST

Tells a Winnipeg Newspaper of Conditions in the North Country.

Winnipeg, Nov. 6.—The Rt. Rev. W. D. Reeve, bishop of Mackenzie river, was in the city yesterday, on the way back from London, Ont., where he attended the annual meeting of the executive committee of the general synod of the Church of England.

During the past summer Bishop Reeve, who is widely known throughout the church, as the veteran missionary bishop of the Anglican communion, made a most extensive journey through the great Northwest, travelling by steamer, canoe and on foot, a distance of over 5,000 miles. The long journeys by steamer were somewhat pleasantly and easily made and the wide territory of the north was quickly passed through. The canoe trips on the contrary and the tedious portages, involved constant and long continued exertions and the progress made was slow.

"We left Athabasca Landing," said the bishop to the representative of the Free Press, "early in the month of May. Before leaving the Landing, I had ordained Rev. H. C. Winch, who accompanied me on my journey as far as Fort Norman, where he is now located.

"From Athabasca Landing we went by the Athabasca river and the Lesser Slave river to Lesser Slave lake. From the lake we made a portage of 80 miles to the Peace river.

"On this journey, in the diocese of Athabasca, I visited the missions at Lesser Slave lake, Whitefish, Peace River Crossing, Vermilion, and at Phippsway. At the latter point I ordained Mr. Roberts to the diocese of Mackenzie river, I was compelled to travel 400 miles by canoe. In this diocese, which is properly my own, I visited the missions of Hay river, Providence, Fort Simpson, Wrigley, Norman and Fort McPherson. At the latter point I had the privilege of confirming be-

lieving thirty and forty natives and at Fort Simpson I confirmed about a dozen additional. In all I administered the Lord's Supper to about 100 Indians. Those at Fort McPherson and at Fort Simpson both belong to the Tena family but speak a somewhat different dialect. All the natives visited appeared to be in good health and are I think increasing in number to a considerable extent.

"At Vermilion, on the Peace river, I ate bread made from flour grown and ground at that point, 700 miles from the railway. Wheat is grown at Vermilion every year and has been grown there for many years. There is no doubt that wheat can be grown in a considerable portion of this northern country. The summer frosts prevail to a considerable extent, but it is anticipated that these frosts may cease as the country becomes settled, just as they have in the province of Manitoba. The altitude of the country is considerable, it is true, but it is not believed to be so great as to prevent the successful growing of grain. The banks of the Peace river in its upper stretches are very high, from 700 to 1,000 feet. At Vermilion the height of the bank is not as great, the greatest height being from 75 to 100 feet there is a strip of land along the water's edge on the Peace river where the summer frosts are not felt, but this strip is inconsiderable in extent. Our missions along the river are intended for the Indians, but there are some white settlers and our missionaries visit these settlers, and conduct services where it may be possible.

"There is a considerable portion of the north which I would have visited, if time had permitted. If I had attempted, however, to go to all the points which I desired to see, I would have been travelling steadily to the first of the year and it was essential that I should cut out. Among stations that I desired to visit but could not were Spirit River, Duvagan, St. Johns, Herschell Island, etc. Our mission at Wapuskow I expect to visit in January, travel to this station being easier in the winter season than in the summer. To reach Wapuskow we drive 300 miles, using horses for the journey and carrying food for ourselves and the horses with us.

"Travel through the northern country is not as difficult as it was. The Hudson's Bay company operate three steamers on the Athabasca, Peace and Mackenzie rivers, and information regarding the best methods of travel and the routes to take can be secured. The journey to our most northerly missions is, however, a long one. As you are aware, I have in my diocese the most northerly of all missions, those, namely, at Fort McPherson and at Herschell Island. Mr. Fraser is now at Fort McPherson and one of the native Eskimo is doing some teaching at Herschell Island, where Mr. Whittaker, now on furlough, had been in charge of the mission for the past ten years."

Bishop Reeve has been in the west for the long period of thirty-seven years. He was ordained a deacon by the late Archbishop Machray in the year 1869 in this city, and as priest in 1870 at Fort Simpson, the late Bishop Bompas, in 1874. He labored chiefly at Fort Simpson, and on the division of the diocese, was chosen as the first bishop of Mackenzie river in 1891.

GUELPH RADIAL RAILWAY

The question of the municipalization of the street railway is one of absorbing interest with the citizens of Edmonton at the present time.

Yesterday the bulletin interviewed Mr. P. E. Butchart, who spent the summer in Ontario, and visited his old home in the city of Guelph. During his visit there Mr. Butchart gave a careful study to the operation of the Guelph Radial railway. Guelph is a city of the same area and population as the city of Edmonton, and what is feasible in Guelph Mr. Butchart thinks is equally so in Edmonton.

Mr. Butchart found that the railway had been in operation for a number of years under private ownership and control. It was also found that there was continual friction with regard to the street. It was partly with the aim of regaining these that the City Council entered into negotiations for the municipalization of the system, which was done for a valuation in 1903.

The result has been a marvellous development and change in the interests of the ratepayers, both in the rate and the efficiency of the service. A civic pride has been created, a deeper interest in municipal administration has been engendered, and the street railway popularized.

The city operates six and a half miles of track, with a plant where the power is produced solely for the operation of the railway. Yet it has been so successful that after paying all running expenses and charges on capital account, during the present year, there is a net profit of 7 per cent on a capital investment of \$106,000. This is done practically at a 4c rate per fare, and the council are giving the people of Guelph a 3c rate to those who desire it. The rates are eight limited tickets for 25c; six tickets for 25c or 100 tickets for \$3, the latter two being unlimited. The ordinary fare is five cents.

The success of this scheme has favorably disposed the citizens to further municipalization of public utilities, and they now control the electric lighting and gas plant.

Mr. Butchart considers the street railway a natural monopoly, that is, it is such a public utility so expensive and of necessity operated in the public streets that no competition is possible.

We here append the financial statement of the Guelph Radial Railway Company for the last year, submitted by the manager to the directors, which tells the story of its success:

Guelph, Oct. 11th, 1906. To the directors of the Guelph Radial Railway Company, Guelph, Ontario: Enclosed herewith find accounts of the Guelph Radial Railway Co., duly audited, for the year ending September 30th, 1906, as follows:

Statement of assets and liabilities. Profit and loss account. The amount of cash on hand is \$30, and in bank \$9,832.57. Total, \$39,832.57. The net gain on the year's business is \$9,340.62, from which we have written off \$282.52 accident claims for 1906, and \$570.82 expenses in connection with Guelph and Goderich Crossing, also maintenance charges of \$5,079.00, leaving net balance to be placed to the credit of profit and loss of \$7,487.28.

The capital account has been increased \$6,170.44 on real estate, park cars, turn-out, new car barn, toboggan slide, rink, etc. The passenger receipts show an increase of \$3,998.39 over 1905. The total number of passengers carried was 616,046, an increase of 90,454 over 1905. Coal consumed, 666 tons.

THE GUELPH RADIAL RAILWAY COMPANY.

Balance Sheet, 30th Sept., 1906. Assets. Cash in bank \$9,832.57 Cash in hand 30.00 Accounts receivable 448.48 Construct and equipment 100,258.37 New car barn 226.82 Cemetery extension 36.19 New equipment 2,442.11 Feeder, Edinboro road 333.12 Park 606.51 Rink 506.71 Toboggan slide 614.23 Coal siding 32.00 Flora Road turn-out 613.30 Real estate 753.15

Liabilities. Stock, rails, wire, etc. for switches 1,085.30 Stock on hand as per inventory in car barn 1,043.30 Insurance unexpired 118.12

Total assets \$116,781.67 Total liabilities \$1,206.72

Accounts payable 1,976.27 Net assets \$116,805.40 Capital stock \$106,000.00 Profit and loss at debit, Sept. 30, 1905 \$463.09 Gain as at 30th Sept. 1906 7,487.28 \$7,024.19 Premium account \$1,781.21 \$2,805.40

Audited and approved. \$116,805.40

NEFF & POSTLETHWAITE, Auditors.

October, 1906: Q k Apng Dd r f f k k p y s e t i o n s h e C o m p a r i s o n .

Passenger receipts. Gross receipts. 1900 288,965 \$12,250.28 \$12,250.28 1901 326,833 13,967.25 14,064.52 1902 355,461 15,098.10 16,378.10 1903 397,018 16,359.99 18,877.47 1904 405,649 17,112.62 19,884.41 1905 525,562 22,923.11 25,442.25 1906 616,046 25,006.43 28,506.65

Profit and loss account for year ending 30th Sept., 1906. Earnings. Passengers \$25,006.43 Freight 1,513.33 Advertising 375.00 Rent of hotel, Puslich lake 171.69 Rent of power 178.00 Park receipts 202.50 Bank interest 156.95 Sundry receipts 9.75

Total earnings \$28,506.65 Expenses. Car barn maintenance \$2,827.74 Track maintenance 1,240.35 Line maintenance 336.30 Power house maintenance 1,461.53 Passenger operating wages 6,563.94 Freight operation 389.89 Oil 198.36 Coal 2,647.46 G. T. Ry. crossing 340.76 Painting and upholst. cars 116.49 Office and salaries 1,330.00 Stationary 198.20 General expenses 92.05 Legal 51.06 Audit 120.00 Taxes 342.28 Insurance 542.23 Band 56.24 Rink expense 306.85

Total expenses \$20,180.03 Total earnings 28,506.65 Gain on year's operations \$8,340.62 Accident claims, 1905 \$282.52 Legal and other exp. re crossing G. & G. 570.82 853.34 Balance \$7,487.28

NEFF & POSTLETHWAITE, Auditors. A further letter from the manager to Mr. Butchart indicates the improvements and means adopted to popularize the railway.

Mr. P. E. Butchart, Esq., Edmonton, Alta. Enclosed herewith find accounts of the Guelph Radial Railway Co. for the year ending September 30th, 1906.

The total cost of construction and equipment of this road up to the year 1905 was \$30,927, which was taken over by the city for \$78,000.00. Since that time we have improved and extended the railway to the extent of \$38,400.00, for storage battery, half mile track, park, rink, toboggan slide, new cars, etc.

We are equipped as follows:— Power House—150 h. p. Cross Compound Engine. 2 110 k. w. boilers. 1 110 k. w. generator. Storage Battery, 300 Amperes hour. Car barn, with 4 open and 4 closed single track motor cars, 4 closed trailers, 1 freight motor; 13 in all.

We have 6 1/2 miles of track and 1 1/2 of a mile switches. Our total mileage for a year is 18,196 1/2. Our park consists of 18 acres, about two miles from the post office. We run a 20 minute schedule the year round, and in summer a five and ten minute schedule to park and O. A. college.

We run from 4 to 7 cars daily, and during June 13 cars. We have 24 employees with a few extra during the busy season. Regarding the operating expenses you will get that from the statement. You will notice that our total gain for the year was \$8,340.62, which is almost 8 per cent on capital investment. Attached to the statement you will find a comparative statement of the growth of our road since the year 1900.

We have the above information will help you in your agitation for a railway in your city. Any other information I can give you along these lines will be pleased to do so upon request. Yours very truly, J. J. HACKNEY, Manager.

ALLEGED ABUSE INVESTIGATED.

The following letter was recently received by Mr. A. G. Harrison, agent of Dominion lands here. Although not signed by the name of any person the statement made was sufficient to warrant investigation. The letter reads: Devil's Lake, Oct. 13, 1906. Mr. A. G. Harrison, Dear Sir—Three of the homesteaders from out here were in Edmonton to see you and learn how men can take a homestead in 1903 and still hold it. They have not been on it since they filed. Now they sickness prevented, we know they lost a son last winter and her father and mother died in Chicago. The rest of them are not sick. He is not a poor man. He has a farm and stock, cows worth \$100. We want school and roads. Two men have tried to have this quarter cancelled, but you were out of the

city, so we wrote to Ottawa as advised.

There are other homesteads here in the same condition as that. The quarter referred to is NE 1-4, 22, 55, 2 W 5th.

When we hear from Ottawa we will be in to see you. VOICE OF THE ASSEMBLY. The records of the Department of the Interior show as follows: Entry for the N.E. 1-4, 22, 55, 2, 5, was granted to H. G. Clarke on 13th August, 1902. On June 15th, 1903, cancellation proceedings were instituted, and Clark's entry was cancelled on 14th August, 1903. Entry was granted G. Pearce, 18th April, 1906. The land was vacant and available for re-entry between August, 1903, and April, 1906.

CIVIC ACCOUNTS.

(Wednesday's Daily) The following accounts were passed by the city council Tuesday: City Coal Co., coal \$1,534.21 Monthly pay sheet, salaries 4,654.78 Imperial Bank, debenture 10,000 J. W. Costello, insp scales 641.03 Union Bank, debenture 571.87 W. Footer, estimate 2.40 E. Owens, fire calls 544.75 E. J. Taylor Co., contract 2.20 Cairns & Bro., caps 63.16 A. Kemp, salary 58.19 C. N. Teleg-aph Co., tels. 30.00 Can. Rubber Co., mules 25.00 John Vanville Co., tools 3.00 G. J. Bell, meter seals 80.00 Cash ac. tel. toll calls .81 Wills & Lehman, grading 80.00 N. F. Harbottle, meter insp. 31.75 A. H. Green & Co., ac. cont. 88.05 C. N. R. Express Co., exp. 6.25 W. G. Ibbotson, duty 13.65 Bank of Commerce, interest 1,457.00 Edmt. Board of Trade, grant 1,000.00 C. P. R. Co. freight 25.45 W. G. Ibbotson, duty 78.75 A. Gurney, hay 17.50 W. J. Graham, ac. contract 1,163.60 Potter & McDougall, bus. 50 J. T. McMillan, cartage 4.38 N.W. Elec. Co., supplies 7.45 Imper Bank, alderman notes 45,000.00 A. T. Cushing, lot 23-10 3,000.00 West. P. & P. Co., printg. 20.00 Pickering Bros., vet. servs. 4.00 St. Elmo hotel, board prisoners 9.00 C. P. Ry. Co., freight 82.46 Hardisty Bros., freight 8.88 A. Lehman, excavating 280.00 Whitelaw Co., merchandise 68.95 C. E. McDonald, expenses 2.00 Ben Hardy, castings 70.50 John Co., advertising 21.75 Can. Westinghouse Co., 247.50 Jas. A. Stovel, hardware 5.65 Latta & Lyons, blacksms. 20.90 N. N. Davidson, doctor's fees 2.00 J. W. Walker, linen 1.00 Hamilton & Son, bran 8.75 W. H. Clark & Co., poles 76.50 Bell Tel. Co., brass 18.60 McInnis & Lyons, shaving 15.75 K. W. MacKenzie, staly. 21.15 T. M. McLeay, nurse 62.00 Mr. Irvine, nurse 23.00 Wm. Longmore, laundry 19,652.00 J. O. Sullivan, nurse 62.00 G. Breckenridge, milk 49.77 McManus Bros., insurance 34.50

P. P. S. BOARD.

(Friday's Daily) The regular meeting of the Protestant Public School board was held last night in McKay avenue school. Accounts to the amount of \$3,336.34 were passed. Principal Russell reported a balance of \$39.75 in the recent public school concert.

Mr. John Copp asked for the withdrawal of a specialist graduate of the Alexander Taylor public school on Jasper avenue. Accordingly the contract was awarded to Mr. McCallister. Supt. McCaig was authorized by the board to engage a room in the Bulfinch to be used as his down town office.

A request by Dr. McQueen on behalf of the Home Mission Board of the Presbyterian church that leave be granted to hold church services in Norwood was refused.

The question of salaries which has engaged the attention of the board for some time, was referred to the school management committee and the superintendent to prepare a report. A recommendation from Principal Ross of the high school was submitted requesting the engagement of another male teacher, a specialist graduate for the work of the high school. This board decided to erect a frame addition to Norwood school suitable for a school room.

The superintendent's report for October and November was laid on the table. The attendance is as follows: Queen's avenue 475 498 McKay avenue 371 372 Sydenham 172 164 Norwood 107 113

Total 1127 1140 The high school has an attendance of 55 in Standard VII, 25 in Standard VII, and 6 in Standard VIII, making a total of 87. The total school population is 1227.

Calgary Herald: The Canadian Pacific railway announce the completion of traffic arrangements with the Spokane International railway whereby better through rates are given on some classes of merchandise interchanged between points reached by the way of Spokane and Alberta than could heretofore be obtained. There is not at present very much inter-traffic between Washington state and Alberta, but the new route making a shorter mileage and lower rates will tend to promote trade in a time become of considerable importance to merchants doing business in this province.

A Novice

(By W. H. Footner) The Peace River! Years the most romantic has been clustered about that north. Returning in and traders have had such stories to tell of the beauty, fertility of that far-off land and its glorious climate, it has been considered a sort of arctic Dorado, and no young man until he has seen it. He faces north with the feeling hot on the track of the Romance which is always before the advance of steel telegraph wires.

Athabasca Landing is a thing of place; this is the telegraph wire, and the way here the good-byes are said "in," and here you are as you come "out." Here, adieu to the last luxuries of civilization in the shape of barbed wire, billiard tables, and spring beds; the north; I have heard of them made here for a while. One is struck by the extreme smallness of this vast it is a point of pride for everyone here to know everyone else and what they are doing. Away up in Fort McPherson, they speak of "town" were five miles off.

At the Landing the main north divide. You go Athabasca to Lesser Slave Lake, the Peace River country on the bank, or down the river to the posts on Lake Athabasca, Slave Lake and the Mackenzie.

Through the other passes all the freight for the Hudson's Bay Company, the Northern and the various traders, and through the returned the neatly packed furs, the product of the north.

One is impressed by the stream between the endless streams of furs and the wearing apparel of the north, and the comparative dearth of fur which represent a fair charge. But a single returning may be worth ten thousand.

I met four small loads being by members of the same family the trail from the Landing, worth of fur through the bush a mile behind the rest of his.

From the Landing I had to travel by York boat up the Peace and Lesser Slave rivers across Lesser Slave Lake, a certain than usual. A small wheeler, the Midnight Sun, and down the Athabasca, Pelican Rapids, a hundred miles the Landing and the Lesser Slave River, 75 above. From the latter point intended to carry passenger freight by wagon around the 200 then have another steamer on the balance of the river across the Lake. A little wheeler, christened Northern was built by young Captain at the Landing for this purpose the water in the smaller stream exceptionally low all summer.

Northern Light could not get up. How to get through was the problem. However, the Midnight Sun came up the river in a day, and I engaged passage for the "warehouse" at the mouth of the Little river, as the Lesser river is always called in dist to the Athabasca, which is the river.

The Midnight Sun is about 100 feet long. The accommodations passengers would hardly be called luxurious "outside," but by comparison with the usual hardy travel in the north she is a veritable little vessel. There are several rough staterooms on the deck with bunks into which passenger puts his own bedding, meals are excellent.

For fellow passengers I had San Franciscans, who having fled through the earthquake of 1906 to seek a new fortune in the Peace River country. They were an ex-masseur and anthropologist young companion had been a car conductor. They were quite accustomed to roughing it, and outfit excited open ridicule the crew. One could not help being the lot of their bewildering ex-cab horses from Vancouver accustomed to smooth city and plenty of cars. They had wagons loaded with all manner unnecessary articles, such as a bedstead, an enormous tree trunk, heavy wooden doors, etc. of their wagons was a high affair which shortly afterwards sized against a stump, nearly a week ago.

A Novice on the Athabasca

(By W. H. Footner.)
 The Peace River! For thirty years the most romantic associations have clustered about that name in the north. Returning missionaries and traders had such alluring stories to tell of the beauty and fertility of that far-off land and its delightful climate, it has come to be considered a sort of agricultural El Dorado, and no young man can resist until he has seen it. He turns his face north with the feeling that he is hot on the track of the Spirit of Romance which is always retreating before the advance of steel rails and telegraph wires.

Athabasca Landing is the jumping-off place; this is the end of the telegraph wire, and the wagon road; here the good-byes are said as you go "in," and here are welcome as you come "out." Here you bid adieu to the last luxuries of civilization in the shape of barber chairs, lilliant tables, and spring beds. The Landing is the great meeting place of the north; it has heard appointments made here for a whole year ahead. One is struck by the extreme smallness of this vast country; it is a point of pride for everyone to know everyone else and what he is doing. Away up in Fort McPherson, three months' journey from Edmonton, they speak of "town" as if it were five miles off.

At the Landing the main route to the north divides. You go up the Athabasca to Lesser Slave Lake and the Peace River country on the one hand, or down the river to the string of posts on Lake Athabasca, Great Slave Lake and the Mackenzie, on the other. Through the Landing passes all the freight for the posts of the Hudson's Bay Company, Revillon Brothers and the various "free traders," and through the Landing are returned the neatly packed boxes of fur, the product of the north.

One is impressed by the contrast between the endless stream of food stuffs and the wearing apparel pushed into the north through this gateway and the comparatively few loads of fur which represent a fair exchange. But a single returning load may be worth ten thousand dollars. I met four small loads being driven by members of the same family on the trail from the Landing, which I was told represented \$35,000. A boy of fourteen was piloting \$10,000 worth of fur through the bush, half a mile behind the rest of his family.

From the Landing I had expected to travel by York boats up the Athabasca and Lesser Slave rivers and across Lesser Slave Lake, but I found transportation even more uncertain than usual. A small stern-wheeler, the Midnight Sun, plies up and down the Athabasca between Pelican Rapids and the Landing, and the mouth of the Lesser Slave River, 75 miles above. From the latter point it is freighted by wagon around the 25 miles then have another steamer running on the lakes. A little stern-wheeler, christened Northern Light, was built by young Captain Barber at the Landing for this purpose. But the water in the smaller stream was exceptionally low all summer and the Northern Light could not get up the rapids.

Light could not get up the rapids. How to get through was therefore a problem. However, the Midnight Sun came up the river in a day or two, and I engaged passage on her for the "warehouse" at the mouth of the Little River, as the Lesser Slave river is always called in distinction to the Athabasca, which is the "big" river.

The Midnight Sun is about 100 feet long, and the accommodations for passengers would hardly be considered luxurious "outside," but by comparison with the usual hardships of travel in the north it is a very comfortable little vessel. There are several rough staterooms on the upper deck with bunks into which each passenger puts his own bedding. The meals are excellent.

summing her journey at dawn, all day she passed between the pine-clad banks of the Athabasca, while the passengers and crew lounged about the captain swapping yarns. The character of the shore never changed; we rounded point after point covered with immense pine trees and occasionally poplars; the only breaks were the tracks cleared out by fire. These patches were blue with the flower of the fireweed. Now and then we came to a little rapid up which the Midnight Sun churned slowly. The ordinary speed of the current was about three miles an hour. A single hut on the bank built as a stopping place for travelers over the ice in winter and the mail man coming down stream in a Peterboro canoe, were the only evidences of life. I was told that about the woods on the north bank stretched several fine tracts of prairie land.

At four o'clock a landing was made at Moose Portage for wood, and shortly afterwards we approached the most difficult place in the river, where an island divides the channel, and the river spreads out wide and shallow on each side. This place had been causing apprehension in the breast of Phillips, the half-breed pilot, all day. Choosing the most promising opening, he drove his boat cautiously ahead, but soon grounded; there was less than two feet of water in the channel. Finding that he could not put her through under her own steam unaided, he allowed her to drift on a shoal while the preparations were made to drag her over the stones.

First a half mile of hawser was coiled in the "skiff." This skiff, "pooq nosasin," spins a rope that was forty or fifty feet long. The skiff was then pulled ashore, paying out the rope as she went, and laboriously "tracked," that is to say, pulled up against the driving current until the rope was all paid out. The end was then secured to a big tree on the shore, and further made sure by an anchor dropped in mid stream. On the return of the skiff to the steamer, the other end of the hawser was turned about the capstan and engines and capstan were started together. But the Midnight Sun had no sooner started to pull herself up hand over hand, as it were, than the hawser parted with a loud report, the capstan spun round, and the steamer settled back on the shoal.

No labor is too arduous for the indefatigable Midnight Sun and her streams. The whole of the next day was spent in similar laborious attempts to ascend the rapids around the island. Three times the half mile of hawser was painfully coiled in the skiff, and dragged up against the current, and three times it broke as soon as the full strain was put upon it. Towards evening the captain gave up, and gathering in the broken strands of his hawsers, turned the boat's head down stream. After supper the passengers were landed at Moose Portage.

Moose Portage consists of two log huts in the bush. They are inhabited only in the winter. In summer the natives are off "pitching about" in tepees as long as the fine weather lasts. Two young men, however, had seen the struggles of the steamer to get around the island, and presently they came running through the trees. From these I learned through Philippe, who interpreted, that a party of half breeds were making hay about seven miles away, and that one of them was going west in a wagon next morning. So I engaged them to pack my belongings to the hay camp. The three of us trailed off in single file through the woods just as dusk was falling. With our backs bent under the packs, which were further supported by a strap across the forehead, we looked like a picture out of a tale of adventure.

Moose Portage is a slight physio, and the endurance of the boys was a surprise. Though my pack was the lightest of the three, I was always glad when they stopped for a breathing space. When we were resting under great arches of pine trees or in the rank grass of a hay marsh they would always be carrying on an animated discussion in Cree about the mo-ni-as (white man) and the cheering thought occasionally flitted across my mind that they were conspiring to quietly put me out of the way for the sake of my outfit. But there was no mishap except that one boy dropped my grab box off his back, causing us to lose a little time scooping up butter and sugar among the pine needles.

It was a long seven miles, and one of the three at last was thankful when the camp fire came in view. I was invited to sit on a log covered with a tiny white water lily. There was nothing to suggest the north in the sunny, quietly flowing river, indeed I never saw such rich vegetation.

The willow offered a new problem to me and my tow lines. I tried climbing over the bushes, and plunging through and crawling under; I slipped on clayey banks and dropped into water up to my middle; I took the rope in my teeth and crawled along on hands and knees and still that maddest rope would take half hitches and true lovers' knots

reponent of the Boyce Gazette) has sent harrowing details of the execution by shooting of three men who were condemned by court martial for robbery. The firing party were completely unharmed at the sight of the mere shooting, before them for execution. It was only after the execution that several volleys that the prisoners were killed.

HELD UP A TRAIN
 Bulletin Special.
 Warnaw, Nov. 9.—Upon the arrival of a train over the Warnaw-Warnaw railroad at Rogow station last night a band of terrorists surrounded the station last night, a band of terrorists surrounded the station and threw bombs at the mail van. Several officers enroute were killed. The terrorists then robbed the mail of a half million dollars.

The Care of the Grain Producer
 Portage la Prairie, Man., Nov. 5.—When the commission opened this morning, after the arrival of the Winnipeg train, Mr. Miller, chairman, made a brief address, pointing out that the first meeting of the commission was the producers, and he thought well to point out what the commission really were. He stated that the commission was composed of the producers, and he thought well to point out what the commission really were.

LECTURE
 Rev. Robert Simpson, a Presbyterian minister of Penhold, Alberta, who has spent several years in the Peace River country, especially in the region of Spirit River, a tributary into the Peace, near Dunvegan, gave a very interesting and instructive lecture in the Penhold Presbyterian church last Thursday evening. The lecture was given with a view to answer an endless number of letters that were constantly streaming in to Mr. Simpson regarding the climate and resources of the Peace River country.

Mr. Simpson stated that he had spent several years in the Peace River country, especially in the region of Spirit River, a tributary into the Peace, near Dunvegan, gave a very interesting and instructive lecture in the Penhold Presbyterian church last Thursday evening. The lecture was given with a view to answer an endless number of letters that were constantly streaming in to Mr. Simpson regarding the climate and resources of the Peace River country.

Mr. Simpson stated that he had spent several years in the Peace River country, especially in the region of Spirit River, a tributary into the Peace, near Dunvegan, gave a very interesting and instructive lecture in the Penhold Presbyterian church last Thursday evening. The lecture was given with a view to answer an endless number of letters that were constantly streaming in to Mr. Simpson regarding the climate and resources of the Peace River country.

Mr. Simpson stated that he had spent several years in the Peace River country, especially in the region of Spirit River, a tributary into the Peace, near Dunvegan, gave a very interesting and instructive lecture in the Penhold Presbyterian church last Thursday evening. The lecture was given with a view to answer an endless number of letters that were constantly streaming in to Mr. Simpson regarding the climate and resources of the Peace River country.

Mr. Simpson stated that he had spent several years in the Peace River country, especially in the region of Spirit River, a tributary into the Peace, near Dunvegan, gave a very interesting and instructive lecture in the Penhold Presbyterian church last Thursday evening. The lecture was given with a view to answer an endless number of letters that were constantly streaming in to Mr. Simpson regarding the climate and resources of the Peace River country.

The real question at issue, the fact that the agent had discharged his duties, was referred to the adjustment. Mr. Home was put down among the things to be considered by the commission. Mr. Home also stated that he thought the elevator was about cleaning machinery that have their names withdrawn.

A SERIOUS CHARGE
 The next case was that of Andrew Wesley Boyd of Oakville. This case was presented for Mr. Boy by Arthur McKeen. This was by reading the sworn declaration of Mr. Loeb, which ran somewhat as follows: "The second day of Nov. A.D. 1905, a car which had been ordered on my behalf was loaded to my order at the loading platform at Oakville station on the C. N. R. I proceeded to load the car with wheat and actually loaded 110 bushels. After which the car was shunted to a point opposite the Winnipeg elevator, and as the car was difficult of access, the agent of the elevator company urged me to load the balance of the car through the elevator, his agreeing to claim my wheat and load it at the rate of 120 bushels. I delivered to the agent 110 bushels, and he delivered to the elevator 110 bushels for the same, the agent informed me that he was not to believe that the same was paid in No. 1. I saw the wheat run through the elevator, and was thoroughly satisfied that the wheat was well cleaned. I actually delivered 110 bushels, and the elevator company delivered 110 bushels to the elevator. I claim the dockage should not have exceeded 1 per cent, and I was entitled to be paid for 1947 bushels instead, the inspector's certificate showed a dockage of 4 1/2 per cent, and I claim that either this was not my wheat or was tampered with and dirt added while in the custody of the agent."

A BAD CATCH OF SHOTGAGE
 James Cantler, of Ridgeway, Man., was the next win as called. His statement was to a car shortage was stated in the report of the elevator company. He had personally brought a five pound sample of his own wheat, which was found to be No. 1. He had personally brought a five pound sample of his own wheat, which was found to be No. 1.

Mr. Cantler stated that he had personally brought a five pound sample of his own wheat, which was found to be No. 1. He had personally brought a five pound sample of his own wheat, which was found to be No. 1.

Mr. Cantler stated that he had personally brought a five pound sample of his own wheat, which was found to be No. 1. He had personally brought a five pound sample of his own wheat, which was found to be No. 1.

Mr. Cantler stated that he had personally brought a five pound sample of his own wheat, which was found to be No. 1. He had personally brought a five pound sample of his own wheat, which was found to be No. 1.

Mr. Cantler stated that he had personally brought a five pound sample of his own wheat, which was found to be No. 1. He had personally brought a five pound sample of his own wheat, which was found to be No. 1.

Mr. Cantler stated that he had personally brought a five pound sample of his own wheat, which was found to be No. 1. He had personally brought a five pound sample of his own wheat, which was found to be No. 1.

we write to Ottawa as follows: records of the Department of Interior show as follows: granted to H. G. Clarke on 13th Oct. 1902. On June 15th, 1903, the proceedings were instituted and Clark's entry was cancelled August, 1903. Entry was made by G. Pearson, 18th April, 1905. Land was vacant and available for entry between August, 1903, and April, 1905.

CIVIC ACCOUNTS.
 (Wednesday's Daily)
 following accounts were passed to city council Tuesday:

Coal Co., coal	\$1,534.21
City pay sheet, salaries	4,654.73
City Bank, debenture	710.22
Costello, iron scales	10.00
Bank, debenture	641.03
Water, estimate	571.87
Gas, fire calls	2.40
Taylor Co., contract	25.43
W. & Bro., caps	2.20
Emp., salary	63.16
Tele. app. Co., tele.	5.89
Rubber Co., nozzles	30.00
Winnipeg Co., tools	25.00
Well, meter seals	3.00
Well, toll calls	3.31
Lehman, grading	80.00
Harbottle, meter insp.	31.75
Green & Co., ac. cont.	88.05
R. Express Co., exp.	6.25
Ibbotson, duty	13.65
of Commerce, interest	1,457.00
Board of Trade, grant	1,000.00
E. Co. freight	25.43
Ibbotson, duty	78.75
Trinity, hay	17.50
Graham, ac. contract	1,163.60
McDougal, bus.	.50
McMillan, cartage	4.45
Elec. Co., supplies	7.28
Bank, aldermen notes	45,000.00
Cubbing, lot 227-10	3,000.00
Pig. & P. Co., printing	20.00
Engineering, laundry	4.00
no hotel, board prisoners	9.00
Ry. Co., freight	82.46
City Bros., freight	8.86
Man., excavating	250.00
Co., merchant	50.00
McDonald, expenses	2.00
Hardy, castings	79.50
Co., advertising	21.75
Westinghouse Co.	247.50
Stovel, hardware	5.65
& Lyons, blacksm.	20.90
Walker, doctor's fees	2.00
Walker, doctor's fees	1.00
ton & Son, bran	8.75
Clark & Co., poles	76.50
Tel. Co., braces	18.60
is & Lyons, shavings	.75
MacKenzie, stary	41.15
McLony, nurse	62.00
line, nurse	23.00
Angmore, laundry	18.50
Sullivan, nurse	62.00
Kenneridge, milk	49.77
City Bros., insurance	34.50

\$62,226.04

P. P. S. BOARD.
 (Friday's Daily)
 regular meeting of the Protestant School Board was held last night at the McKay Avenue school. The principal, Russell, reported a balance of \$19,750 in the recent school census.

John Copp asked for the withdrawal of his tender for the construction of Alexander Taylor public school on Avenue. Accordingly the committee and the superintendent authorized the board to engage a room in the Bullock to be used as his home office.

President's report for October November was laid on the table and attendance as follows: 2099 avenue 475 489 472 184 197 115

Herald: The Canadian Pacific announces the completion of arrangements with the Sproutham railway whereby through rates are given on lines of merchandise between points reached by the Spokane and Alberta, therefore are obtained. There is a new route making a change and lower rates will be made in time before doing business in this province.

AUCTION SALES

BY G. A. GOULIN.

On November 12th I will conduct a sale for Mr. Fred Gable at his farm, Section 19, Township 23, Range 27, one and a half miles north of Spirit River, C. N. R., consisting of 100 acres of stock and farm implements. Terms: 12 months credit.

On November 15th I will conduct a sale for Mr. Lawrence Berry at his farm, Section 20, Township 23, Range 26, known as the Gule farm, three and a half miles north west of St. Albert, on Thursday, November 15th, commencing at 10 o'clock, of stock and farm implements. Terms: 15 months credit.

On November 15th I will conduct a sale for Mr. Carl Miller at his farm, north east quarter of Section 25, Township 23, Range 26, three miles east of Spirit River, on Thursday, November 22nd, commencing at 12:30 o'clock, of stock and farm implements. Terms: 12 months credit.

On November 21st I will conduct a sale for Mr. Joseph Kullsh at his farm, two miles east of Spirit River, on Tuesday, November 27th, commencing at 12:30 o'clock, of stock and farm implements. Terms: 12 months credit.

For further particulars with the above sales, see posters or inquire of the Auctioneer, G. A. Goulin, 113 Jasper Avenue. Cut this ad out and key it in your paper for further reference.

CHILDREN SHOT
 Bulletin Special.
 St. Petersburg, Nov. 8.—The Riga

