

Cross will be able to count 35 on November 30. Born at Matamoras county, Ontario, he obtained his education at Upper Canada College, Toronto university and Oshawa College.

CITY COUNCIL MEETING

Early Closing By-Law Repealed—Fire Limit By-Law Suspended to Three Applicants—Committee Appointed to Consider the Question of Municipal Insurance.

The persistent agitation among the East End storekeepers against the early closing by-law culminated in the repeal of this legislation at the regular meeting of the city council on Tuesday night. The motion for repeal was made by Ald. Picard, and was seconded by Ald. Manuel. Ald. Picard referred to the fact that originally he supported the by-law. But circumstances altered cases. His support of the early closing movement was because he believed the majority of storekeepers endorsed the project.

The request was granted on motion of Ald. Picard and Anderson. The Mechanics' Construction Co. made application for permission to erect a fourteen foot extension to the Mechanics' hall on Third street to accommodate the post office. This building is within the prescribed fire limit and it required the sanction of the council to make the fire limits by-law inoperative.

Who is Entitled to Interest? The sale of 129,400 pounds of 5 per cent. city bonds at 98 to the Bank of Montreal, London, England, has developed an interesting point, involving a sum of money which is due to the bank and the sum named refer to accrued interest. The bone of contention is that on the one hand the city claims it is entitled to the accrued interest as vendors of the bonds and the Bank of Montreal contends the accrued interest is due them as purchasers.

A Grist of Communications. The Bitulithic company wrote asking permission to use a concrete foundation for a gravel and crushed stone foundation. The company claims that gravel and crushed stone is a better material than concrete for the foundation. The matter was referred to the city commissioners and the city engineer for report, and to ascertain the expense in the cost of the two foundations.

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present exists, action has been taken and both parties have been notified that license issued will have to be revoked, and they will be compelled to discontinue their business in accordance with the conditions of the by-law. Mr. Carter, one of the parties in fault, now asks that the council amend this by-law exempting this locality as the enforcement of the by-law would entail considerable loss and damage to him, although he claims he was innocent of any intention of law-breaking.

There appears a considerable amount of reason in Mr. Carter's request as his stable only one of three large stables in operation in the immediate vicinity, the large private carriage stable of Potter & McLaughlin being situated and in operation on the premises of the complainant, Mr. A. E. Potter, and presumably as objectionable, from a sanitary standpoint, as a public feed stable.

The other members of the council were apparently not disposed to entertain Mr. Potter's objection, although his statement in reference to the unsanitary condition of the Potter & Carter building was verified by the medical health officer. The commissioners will report on the question.

The Insurance Project. The proposal that the city carry its own insurance on city buildings will be brought up at a meeting of the city commissioners, in a report presented at a previous meeting, recommending that the city purchase the advisability of carrying its own insurance by providing a sinking fund invested in the city bonds.

Alderman Picard moved, in order to get the question before the meeting, that the city should carry its own insurance of its own buildings as suggested in the commissioners' report. He stated that the city buildings were insured at half their value.

The application of C. J. Carter for the amendment of the by-law defining the localities in which livery and feed stables may be established, an application made as a result of the insistence of A. E. Potter, of Potter & McLaughlin, that the provisions of the by-law be enforced in order that his livery and feed stable adjoining that of Potter & McLaughlin in Queen's and Fraser avenues, may be maintained, gave rise to a long discussion.

The report of the commissioners on the facts in the case, was as follows: In March, 1904 a by-law was passed defining the localities in which livery and feed stables should not be established, the block in question being within the prescribed area.

The whole question was referred to a committee composed of the commissioners, Aldermen Picard and Walker, for report. Reference was made to the cold storage by-law containing concessions asked by the Edmonton Produce Co. Alderman Daly, chairman of the committee which has this matter in hand, stated that he was not prepared to submit a by-law to the ratemakers embracing greater concessions on the part of the city than were contained in the original by-law, which was defeated at the polls.

Dealing With Vehicular Traffic. Alderman Picard moved that the committee by-law and special legislation bring down a by-law regulating the width of tires on wagons read within the city limits. This by-law will have the effect of requiring four-inch tires on all vehicles used in heavy traffic on the city streets.

On objections having been raised by Mr. A. E. Potter, whose premises lie between the two stables above referred to, and Mr. Potter claiming protection under the by-law, as it at present exists, action has been taken and both parties have been notified that license issued will have to be revoked, and they will be compelled to discontinue their business in accordance with the conditions of the by-law.

"A delegation of residents of the street waited on the commissioners this morning and replied the mayor, and when they were told that the walk would be laid on only one side this year, there was a difference of opinion among the delegation as to which side this should be. Finally they admitted they could not come to a satisfactory agreement among themselves, and were prepared to allow the commissioners to decide the matter. The walk will be constructed on one side of the street before the end of the year."

The report of the finance committee presented accounts amounting to \$28,895.23 for adoption as follows: American Bank Note Co. 20.00, Bertrand M. 2.50, Boston Lunch Counter 3.00, Bell Telephone Co. 75.00, Bank & Co. Strathcona 75.00, Cash Account 75.00, Pay sheet 1,063.00, Pay sheet 306.30, Pay sheet 104.50, Pay sheet 1,076.03, Pay sheet 2,788.85, Pay sheet 459.12, Dominion Express 4.00, Postmaster 50.00, Carmichael 10.00, Telephone Dept. 26.00, Water Dept. 9.17, City Engineer 36.60, City of Edmonton tax collector 22.27, Canadian Northern Tel. Co. 2.73, Lunenburg Railway Co. 47.00, Central Tel. and Elec. Co. 95.02, Can. Northern Ry. Co. 886.00, Canadian Northern Ry. Co. 80.90, Canadian Bank of Commerce 90.39, Canadian White Co. 4,900.70, Dominion Bank 1,063.72, Harvey & Co. 36.00, City of Canada 6,000.52, Imperial Oil Co. 3.70, Jackson & Atkins 7.75, Lunenburg Railway Co. 47.00, Leach, E. R. 40.00, Marshall, W. 6.50, Monthly pay sheet, Salaries 1,202.15, Fire Dept. 767.91, Engineers 200.00, Water Dept. 200.00, Finance City Hall 1,688.34, Northwest Elec. Co. 765.00, Carmichael 10.00, Robinson, Wm. 2.00, Standard Heating and Plumbing Co. 7.00, Lunenburg Railway Co. 47.00, Stromberg Carlson Co. 30.85, Wallace & Hamilton 44.15, 69.00, Postmaster 50.00, W. J. Carter 1,131.75, \$28,895.23

DEATH LURKS IN THESE RAPIDS. From Tuesday's Bulletin. N. A. Fielders, son of J. A. Fielders, government road inspector, who was a member of F. T. Cromwell's party, which left Edmonton on July 18 on a trip overland to British Columbia, has returned to the city. The two members of the party, Mr. Cromwell and Hugh E. Ritchie, are still in British Columbia, the latter being at the coast and the latter at Ashcroft.

Scene of Interest. The scene at Clover Bar crossing concrete is of great interest. On massive pier complete towers skyward in grey obelisk-shape, tall iron derrick with out-grasping iron arms where the pier severely beautiful in line, mounting in varying sizes to the abutment that crosses the slope, and still be occupied in the slow, steady work that goes to build a bridge that will endure.

CO-OPERATION IS SUGGESTED. From Tuesday's Bulletin. The following letter, with the proposition to be submitted to the Strathcona city council with reference to the railway franchise has been sent to the railway treasurer of Strathcona by Ed. Luby, who is in charge of the proposition. As will appear from this report the city of Edmonton is desirous of extending its street railway franchise to the city of Strathcona.

SMOTHERED TO DEATH BY CAVE-IN. From Tuesday's Bulletin. Elmer Erickson, aged 22, employed by the Canadian White Co., on the trunk sewer excavation work on First street, was smothered to death by a cave-in of the trench at the corner of Sutherland street at 7 o'clock this morning, a few minutes after having commenced work. Two other workmen, S. Perry and J. H. Nursey, who were working at the side of the trench, fell in on top of Erickson, when the cave-in occurred. It was half an hour before the unfortunate man could be got out. He was removed to Dr. Rodmond's office, First street, but life was extinct, and efforts to resuscitation were unavailing.

OFFICERS INDICTED. In Connection With An Accident On An Illinois Railway. Charleston, Ill., Oct. 29.—Seven indictments were issued from the Cole county circuit court today for the arrest of officers and employees of the Mattoon city railway company, operating the Charleston and Mattoon Interurban line, as the result of a wreck near this city last August, in which eighteen passengers were killed, Judge Peter Grosscup, of Chicago is among those indicted. Others are Directors Underwood, Hampson and Rose of Chicago, President F. A. Potter, Superintendent Moore and Motorman Charles Bots, of Charleston. Motorman McClair, who is claimed by the company, was responsible for the accident by running an express between the stations without orders, has not been indicted. Criminal negligence, tending to produce manslaughter, is charged against the men named, and it is now believed the indictment against McClair, if one is returned by the grand jury, will be upon a more serious charge. The bonds of the indicted men were fixed at \$5,000 each, and security was furnished in each case. Judge Grosscup was informed of his indictment just as he was about to take the bench for the afternoon term of court. He said: "This thing hurts. My friends are sure and know that I have a tender heart for human life and suffering, and a desire to deal justly with all men. In thirty years I have never been used in a civil action as a defendant in this there is nothing more I can say except that the accident at Charleston was due to a defect in the construction of machinery, was due solely to a human error in carrying out orders, and that my sole connection with the accident is that I was a director in the company at the time it happened."

G.T.P. CLOVER BAR BRIDGE

The Largest Bridge on the New Transcontinental Road Between Winnipeg and Edmonton—Substructure Alone Costs About \$500,000.

Kipling in his story of the bridge builders and a score of minor writers have brought to the attention of the world the details of the work as it progresses month by month. This Edmonton may see for itself any day as the Bulletin's representative did in a visit with Dr. Martin Murphy, the government inspecting engineer, to the new G. T. P. bridge being built across the Saskatchewan at Clover Bar. The bridge, which is over a quarter of a mile in length (in exact figures, 1,560 feet), is the longest and highest and largest bridge in every way on the new Transcontinental road from Winnipeg to Edmonton. The steel superstructure will be laid across four massive concrete piers, 100 feet high above water and extending almost as many feet below. Fourteen sets of double pedestals with two huge abutments, all built on concrete, also support the air-seeming but actually heavily weighted steel superstructure.

The length of each span between the piers will be 390 feet. The approximate cost of the concrete substructure which is being built by the May-Sharpe company, will be in the neighborhood of \$500,000. The construction of this portion of the bridge began last autumn and several months will still be occupied in the slow, steady work that goes to build a bridge that will endure.

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Along both shores primitive temporary buildings line to form the camp that must house 400 men and stable 70 teams of horses, all busily employed at present in erecting the concrete. The men live on the east side of the river, where construction first began, and where the substructure is being built. Several long bunk-houses have been built by the contractors for their accommodation, but many of them are still in the early stages and the hillside is accordingly dotted with tents of various designs and more or less of the precious to feeling humanity—privies.

The quarters of the engineering staff under Mr. MacGregor, C.E., and of Mr. Grant, the G. T. P. inspector of the concrete construction, are admirably located high on the hillside with an outlook that appropriately enough sweeps over the river and the bridge. The offices of the construction company and the living quarters of the hundreds of men who are working on the bridge are situated on the hillside. The building is typical of the scores of such buildings that dot the continent in this period of expansion and are indicative of the "simple life" of their hard working, cultured occupants.

Like Saxon Feasting Hall. Over the way the great kitchens and dining-rooms of the bridge are visible. The former comes the small of good things cooking. A rearer of the bridge through these fragrant steam clouds a chef with an assistant and a staff of twelve helpers. The supper-hour meals served up to the officers' staff by their Chinese cook.

Detail is Bewildering. To the uninitiated eye bridge building entails a bewildering complexity of detail—a combination of much machinery and many forces that together after many months produce the massive scattered portions of concrete structure. These when complete give no hint of the immense amount of work necessary for their upbuilding. Their smooth surfaces are as placidly uncommunicative as official condolence, while these monuments to human industry are going up.

Looking on the camp from a distance it is a half deserted place with a forest of derricks and scaffolding stretching across the hillside. At close hand it is a bee-hive—a human mole hill with men's forms looming up at every angle of timber and each an underground recess in the process of excavation. There are 15 engines in use, pile-drivers, 9 derricks on excavators and work, one orange-bucket excavator and

THE above illustration fails to show the beauty of this Sugar Bowl and Cream Jug, which we sell at \$5.00. THEY are of ordinary size, and the plating is very durable—the finest that can be manufactured. A SPECIAL FINISH, which will not tarnish, is a special feature of this set. Our Catalogue will be sent upon receipt of your name and address. RYRIE BROS., Limited 134-138 Yonge St. TORONTO

WEST'S BEST FRIEND.

Frank Oliver is making good or rather he has made good. He is strong, and he never was in the West to the people believe in him; just him. They know he is honest, sincere and doing his best to assist the west.

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A difference in procedure enters into this question. In the case of debentures in Canada the accrued interest is appropriated by the vendors, while in England the accrued interest is paid to the issuer. In view of this procedure in the London bond market the Bank of Montreal refuses to allow the city the accrued interest in dispute.

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Advertisement for Morris & Son, featuring a Sugar Bowl and Cream Jug for \$5.00. The ad includes a small illustration of the product and text describing its quality and availability.

THE DAYS OF THE RED-RIVER CART

Rev. John R. Matheson, Well Known in Alberta, Tells of the Life of the Old Timer.

Winnipeg, Oct. 28.—Interest is never lacking in the early history of the west and with the growth of civilization the desire to learn more and more of the happenings when the west was young becomes insatiable.

Modern inventions have so rapidly driven out the customs of the pioneers that there are but a few old-timers still living in the country who were here when Fort Garry was but a little village, hundreds of miles from the nearest railway and the far harvest was the great business that occupied all attention. Red river carts in summer were the only means of getting to and from the country.

It is hard to get the old timers to tell of things as they were for the men who lived the pioneer life are reticent. One of the men who was born near Fort Garry and who lived the strenuous life of that day is Rev. J. R. Matheson, now an Anglican missionary at Union Lake. A descendant of the Selkirk settlers, his has been a checked career since the days of his boyhood when he followed the buffalo hunters and for years lived on his horse.

Scouring the Plains of Alberta between Calgary and Edmonton. There was excitement in the life which had been led by the young men. As buffalo hunter, scout for the mounted police and guide for the mounted parties, miner, prospector, he roamed over and knew every foot of the great west from the great lakes to the Pacific. When sixteen years ago next St. Patrick's day he arrived in the New Westminster and preached his first evangelistic sermon, his whole life was changed and from that time toward his life has been devoted to the cause of Christianity as a missionary among the Indians and his labors have been blessed with many converts. The teachings of the Bible as he says himself, "I believe in the old book from cover to cover."

Survival of the Fittest. The grey-headed pioneer, large of stature, shows in his rugged features the tale of early days when the life, devoid of luxuries, was one of the "survival of the fittest" and one who talks with him can understand how his wonderful physique carried him through. He was born on his father's farm near the old Kildonan church, 60 years ago. His maternal grandfather, John Fritchard, and his paternal grandfather, Angus Matheson, were two of the original settlers brought out by Lord Selkirk in 1811. The former was the only white survivor of the massacre of Seven Oaks. Angus Matheson, father of the subject of this sketch, was born in Kildonan and died there in 1864. Mrs. Matheson is still living with her daughter at 222 Austin street, Winnipeg, at the age of 82 years. There were seven children in the family of whom four are now living. Mr. Matheson is a cousin of his Grace Archibald, who led the rebellion in the days of the first Red River rebellion.

Jack Matheson, as he was familiarly known by his friends on the plains, was with General Dumont and the buffalo hunters of Saskatchewan. There were not more than a dozen white "freemonters" in the country at that time and the proud frontier city of today was then but a collection of log shanties where the great fur company did their business. The tide of immigration had not then set towards the prairie lands.

The young buffalo hunter had his first chase after the monarchs of the plains forty years ago when less than 20 years of age. There were 407 riders who left Edmonton on that fall morning very early but of all the number there was but one white person, J. P. Matheson. He had been out a few days prior and was somewhat frightened about taking part in the chase, but his blood was stirred with the prospect and he joined. Part of the band of Indian and half-breed hunters had crossed the river the night before the start and had killed their horses were stolen by the Black-foot Indians, but were recovered again after a brush with the warriors which some of the captives were killed. The horses which were stolen had been placed inside a ring made of the carts belonging to the party and were thought to be secure.

10,000 Buffaloes. Soon the hunters came upon the buffaloes in large numbers and the killing began for they were after their fall supply of meat and also wanted the hides to bring to Winnipeg for sale. There were probably 10,000 that they attacked. Mr. Matheson's first hunt was a most satisfactory one to him as he shot three cows and a calf, which was more than some of the older members of the band secured. Of course the veterans hunters shot a larger number, but the total kill on that hunt was about 1,500 buffaloes. The buffalo hides were sold to the Hudson's Bay company for from four to seven shillings and an extraordinary good skin sometimes brought as much as ten shillings. The meat was placed in his hands. He at once galloped off to Headingly to see the contestants come in and the race started soon afterwards. The sky was overcast and looked threatening, but it was hoped by the driver of the horse that rain would not come. The racers pulled away to the westward with the cheers of their friends behind them. Mile after mile man and horse kept up a good speed and at Sturgeon Creek they were met by the driver evidently waiting till near the end of the course when he would put his man out in the open. The west wind, Alas, he counted without the elements. Just as they reached Sturgeon Creek there began to come down in torrents as though a cloud had burst. This interfered but little with the runner but the horse began to slip and the driver was compelled to go "into camp" and Mr. Matheson camped in the evening and took the £25 note from the hand

Carried First Government Mail. At the time of the Fenian raid Mr. Matheson was a scout for the mounted police force in the west and he was also the first man to start a government mail contract for carrying the mail from Fort Garry to Fort Pelly, the headquarters of the police in the west at that time was let during the first winter that the police were out here on duty, 1853. Matheson was then a young man in the prime of life and had the reputation of being one of the best "mushers," as snowshoe travelers were called, in the west. It was a 100-mile trip away to the northwest to Fort Pelly, and the mail for the police and for the Hudson's Bay men was carried. There were also at that time some surveyors for the C. P. R. in that part of the country and their mail was in the same contract. The mail package was a good sized bundle when it was made up at Fort Garry, and during the first year it slipped along easily over the snow on a sled drawn by three or four dogs. Mr. Matheson preferred a team of horses and dogs as they were more easily managed. His dogs, however, were the very best available. No friend or companion accompanied the mail drive on those long trails through the snow and cold, but he travelled alone but for his canine crew. The route followed in carrying the mail on that first winter was northward by Lake Manitoba and the chain of lakes to Swan river. There were occasional Indian encampments along the trail. The lakes and Indians were very convenient as it was not necessary to carry so much food for the dogs. Fish could be caught in the lakes or procured from the Indians. At night, when it was time to camp, a hole was scraped in the snow and some brush or grass was piled on the ground upon which the blankets were spread to make a bed. And a most comfortable couch it made for those hardy men accustomed to the slipping and sliding of a Manitoba winter, and they took not upon such things as hardships. In Winnipeg Mr. Matheson's headquarters were at the Selkirk hotel, the "Farmer's Home," which was situated somewhere about where the Queen's hotel is now located. There was a large party of men on these long trails, but Mr. Matheson took the precaution to take along a few luxuries in the shape of tea, sugar, and flour, and tea and sugar. When he made camp and boiled the kettle, a hammock added to the results. The pemmican was made at home, but pemmican was not used, but "Persons nowadays are too apt to be of the opinion that snowshoes carrying was a slow process, but it is but another of the mistakes. As an instance of what a man can do on a snowshoe, Matheson made the trip from Manitoba post to Winnipeg, a distance of 120 miles between six o'clock one morning and six o'clock the following night. This was 25 hours and made less than five miles per hour but time must be allowed for show what endurance the human frame is capable of when in perfect condition and under its utmost.

Free Press in Early Days. The next year the mail route was extended to Edmonton and Hon. Jas. Mackenzie carried the mail. Mr. Matheson, however, still continued to carry the mail sacks though he had then a trip of nearly 800 miles to make in the summer months and by dog train in the winter. Many a copy of the Manitoba Free Press has been carried in this way on these days to the men who were isolated from their homes and families. It was a distance of 120 miles that the mail carrier did on the mail carrier during the second year of the government mail system in the west.

Colin H. Baker, now sheriff, once made the trip on snowshoes from Prince Albert to Winnipeg with the mail carrier. The shrewd and exceptionally strong man physically and good for a tramp of any distance on snowshoes, he was expected to be in Prince Albert and wanted to come home so travelled along with Mr. Matheson.

Ran Faster Than a Horse. One of the supreme tests of a man in those early days was a footrace and many a man showed his prowess by making a race across country at phenomenal speed. "Jack" Matheson was a contestant in a race from the corner of Portage avenue and Main street to Headingly against the best horse in the district. The manner in which the race came about was somewhat peculiar. The horse was to be driven to Headingly, 14 miles, that night. Matheson asked him for a "lift" that far and was agreed that they should drive out together. Matheson was at the Gerald Hotel, and when his cousin came along with another passenger aboard. This led to some good-natured chaff and Mr. Matheson informed his relative that "he could run to Headingly faster than his old horse could go." Further talk led up to a wager of £25 being put up. At this moment "Jim" Hill (now J. J. Hill, of the Great Northern railway) happened along on horseback. He was then looking for goods shipped to Fort Garry from the Twin Cities. Hill inquired what all the discussion was about such a thing on a Sunday evening. He was informed and the stakes were placed in his hands. He at once galloped off to Headingly to see the contestants come in and the race started soon afterwards. The sky was overcast and looked threatening, but it was hoped by the driver of the horse that rain would not come. The racers pulled away to the westward with the cheers of their friends behind them. Mile after mile man and horse kept up a good speed and at Sturgeon Creek they were met by the driver evidently waiting till near the end of the course when he would put his man out in the open. The west wind, Alas, he counted without the elements. Just as they reached Sturgeon Creek there began to come down in torrents as though a cloud had burst. This interfered but little with the runner but the horse began to slip and the driver was compelled to go "into camp" and Mr. Matheson camped in the evening and took the £25 note from the hand

of the future railroad king of the continent. Though he won the race, he says, "I have lived 150 years in and the rain was all that saved him that day."

Good Deed Repaid. Such were but a few of the incidents which made up the active life of the buffalo hunter and as he himself says, "I have lived 150 years in and the rain was all that saved him that day."

Major Mills presided, and on his right was Mayor Griesbach of Edmonton. It was also supported in strong speeches by E. C. Jamieson, solicitor for the company, and J. R. Lavell, acting solicitor for the city. The general sentiment of the meeting seemed to be opposed to the granting of the franchise, though all of the speakers repeated attentive hearings and warm applause.

Mayor Mills Explains By-Laws. The chair was occupied by Mayor Mills. In opening the meeting he expressed the regret of the council that there was not a larger hall to accommodate the ratepayers. On Wednesday next, there was to be an election at which three by-laws were to be submitted. The first was a money by-law to raise \$36,000. Of this the mayor said that the city had been voted upon in 1906, but it had been defeated. The second by-law was to authorize the dividing of the city into wards. The third by-law was the street railway by-law. This was opposed by the feature that appealed most to himself and the council, he said, was the provision in the franchise, in making Strathcona the centre of a large outlying district. The council had also agreed to publish entirely to the ratepayers. In explaining why no penalty was exacted for non-fulfillment of the franchise, Mr. Matheson said that the board of school for the Indian children and now has sixty-four pupils. There is a large number of Indian children live, so that they are taken care of all the time during their attendance at the school. There are four lady teachers besides the missionary and his wife. The children are taught not only academic subjects but also such things as to assist in the building of the houses that are erected for the use of the school and mission. In addition to the school and residence, there is a large hall, which is used for the accommodation of the rapidly growing number of pupils and it has recently been converted into a hospital, where the sick can be cared for properly. The Indians have not yet been gotten to take to the soil, but all of them are being taught to hunt in winter and fishing during the summer. The school is a comfortable living. The soil around Union Lake is not well suited to agriculture as it is the bed of an old lake, and has not the deep layer of humus which makes the prairie so fertile. There is a large garden at the mission and such anything can be raised successfully.

His Great Assistant. When the mission work was first taken up by Mr. Giesbach, at Union Lake, there was no medical doctor and it was then that his wife showed the country. She was a woman of the west. She left her home at home and went to Toronto, where she continued to study medicine and was graduated as an M.D. She then returned to the mission, where her profession she skillfully enhanced her work among the natives. A few years ago she returned to Winnipeg and took a post graduate course at the Manitoba Medical College. Medical skill was badly needed at the mission as the bodies as well as the minds of the natives were suffering. Mr. Matheson gives all credit for the work that has been done through him and his wife to the Supreme Being who is directing him and the work. He has spent all his life among the Indians and half-breeds, and is peculiarly well adapted to the work he is now pursuing with such success.

Mr. Matheson's fame as a guide was pretty widely known, as is instanced by the fact that Lady Selkirk and her party were accompanied by him on the trip to the Seven Ours monument was erected, about twenty years ago, on the site of the old time buffalo hunter, and was called to Montreal and accompanied them clear across the country and showed a few years' great country for the supremacy of which the rival fur companies had struggled in the early part of last century.

Snowshoes Faster. Mr. Matheson is at present in the city visiting his mother and sister at 252 Austin street, as it is vacation time at the school at Union Lake. He was in the city last March and came down at the time of the snow blizzard and in speaking of that trip he knew he could have made better time on snow shoes than he did on horse back. Up at Union Lake, there is a government telegraph wire, and a government telegraph wire, and at the time of the Stanley cup hockey matches at Ottawa Mr. Matheson sat in the operator's room and got the moves from the ice as they were made. He returns to his work in the north next week.

STRATHCONA DISCUSSES ITS TRAMWAY FRANCHISE. Large and Representative Meeting of the Ratepayers Present—Mayor Griesbach Present, and Makes a Plea for Co-operation by the Two Cities.

Probably the most interesting municipal meeting in the history of Strathcona was held last night in the Strathcona City hall. The subject was the street railway franchise and other by-laws to be submitted to the ratepayers on Wednesday night. The hall had been filled with people, but did not afford sufficient accommodation and many were compelled to stand outside.

had never done so. It was only in the past month or two that any corporations had approached these cities to secure franchises. These private companies should be watched very closely. Only a short time ago Toronto secured a franchise for a private street railway company, and thought it meant one thing, Mann & Mackenzie, the owners of the franchise, said it meant something else after being carried to the Friv Council, the people of Toronto found they did not know what they were talking about.

Ex-Mayor Sheppard—What guarantee have we that the company will complete and put in operation at the specified time, the prescribed portion of the franchise?

Mr. Sheppard—"I don't see any guarantee there at all."

Mr. Lavell—"There is no guarantee except a complete loss of franchise."

Mr. Sheppard—"I don't see any guarantee there at all."

Mr. Blackwood—"Could an extension to draw this agreement as if I were a ratpayer?"

Mr. Lavell—"I do not think such a thing could be granted without a vote, as there is no provision in the agreement."

Mr. McLean—"I suppose there is no provision in the agreement for selling the charter?"

Mr. Lavell—"No, there is none. I tried to draw this agreement as if I were a ratpayer, but the council was dealing with individuals unknown to me. Any member can sell his shares to another person."

Mr. Blackwood—"Shouldn't that be an additional argument for having a penalty attached to the franchise for non-fulfillment?"

Mr. Lavell, replying, said such a thing had been proposed by the council, but had been rejected by the ratepayers. The council had argued that the franchise was a public utility, and that it should be owned by the municipality, and not by private individuals.

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two franchises together are more valuable than either one singly. At this juncture Mr. Mills arose and asked, with some degree of irony, but close attention be paid to the remarks of the mayor of Edmonton, as he begged his pardon of the solicitor of Mr. McGrath. One thing was certain, however, on election day Mr. McGrath would have to come over and vote himself; his solicitor could not do that.

Mayor Griesbach—"If Mr. Mills will keep his seat while I have the floor I will look after the attention of the audience without his interference."

Continuing, Mayor Griesbach referred to the growth of the two cities, electric power as had been done in the past two years, all of these being examples of co-operation. The people of Edmonton and Strathcona should be made to shoulder and should avoid anything that would prevent their union and the formation of one great metropolitan on the banks of the Saskatchewan. Vote down the by-law, concluded the speaker, and thus keep ourselves free for co-operation and mutual benefit.

Mr. Jamieson Replies. Mr. Jamieson thought very many ratepayers would be disappointed at Mayor Griesbach's remarks. Many expected a definite proposition, but such had not been made.

Mr. Griesbach—"You did not give me—or the mayor didn't—the status to deal with you."

Continuing, Mr. Jamieson said, if the Strathcona company got the franchise of that city, no proposition of the company would confer with a view to securing an entry to Edmonton or the franchise of that city. No proposition had been made by the Edmonton people and even should they agree on Tuesday night at the council meeting the proposition would have to be submitted to the ratepayers there.

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prairie not far from Prince Albert on October 14th, died in the hospital last night, and G. R. Garrett, who fired the fatal shot, is held on a charge of murder. The inquest opened this morning before Coroner Dr. David. The prisoner, Barrett, was put in charge of the Mounted Police, but his wife, who witnessed the shooting, was too sick to attend. The principal witness heard this morning was Blom Thompson, a teamster, who was staying at a farm-house three miles away from Barrett's on the night of the tragedy. "I was sleeping in the kitchen," he said, "and about half-past twelve I was roused by a dog barking. Mrs. Barrett ran in crying 'Will you go and save my children?' I replied 'What is the matter and she said, 'My husband is shooting them all down.' I dressed and went over to Barrett's place, half running and half walking, and when I got there knocked the door in and walked straight in. The boy was lying on the floor by the stove, and Barrett was kneeling beside him, bathing his arm, from which blood was flowing at two wounds. I asked him if he had shot the boy, and he said it was an accident. I asked him for the revolver, but he refused to give it to me and asked me to fetch the boy's mother. I took the prisoner's team and brought Mrs. Barrett back, but she refused to go into the house until I had secured the gun, saying she was afraid her husband would shoot her. After some persuasions Barrett gave me the gun, which was under the baby in the cradle, and Mr. Barrett went in and nursed the boy. I sent my own team to Prince Albert for the police and the doctor, and at seven o'clock went on with Barrett's team, leaving my neighbors, named Graham and Viggett, at the house."

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WITH THE FARMERS

Table with columns for 'HAIL INSURANCE' and 'Amount paid for premiums'. Includes sub-sections for 'Wheat', 'Oats', 'Barley', 'Flax', and 'Speltz'.

HARD MARKET TO REACH. Just what an Alberta cattle shipper runs up against in shipping cattle from here to the Chicago market is given below.

At 10:30 that morning the cattle were loaded at Brooks. This was on a Wednesday. The cars were at Moose Jaw at 11 a.m. on Friday morning, having taken over 48 hours to make the trip of about 1,100 miles.

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600 DEAD AND 1,000 INJURED

Rome, Oct. 27.—Exact particulars as to extent of the earthquake damage and the correct number of victims are as yet unknown. Reports are contradictory, and there is much confusion in the locality of the disaster. Soldiers are attempting to connect, by means of the field telegraph, Ferruzzano with Branca Leone, where headquarters have been established, but wireless telegraphing is being hindered by bad weather.

TUESDAY'S GRAIN MARKET.

Winnipeg, Man., October 29.—"You cannot give cash wheat away." This was the note of the Winnipeg exchange Tuesday morning. The market was 600 bushels were bought for export, and the price dropped from 1.09 to 1.06. The market was 600 bushels were bought for export, and the price dropped from 1.09 to 1.06.

SAW PADDLE RIVER DISTRICT HIMSELF.

Thos. Duncan, the Canadian immigration agent in charge of immigration from New Brunswick, has been looking over the Peavine prairie and Paddle river districts, in company with Chas. Sutter, the report that American banks had refused money to the country for elevator buying and the fact that the Duluth board of trade had closed for three days, refusing all trades in that time, was the cause. Chicago markets opened over 2 cents down and Minneapolis December opened 4-3-4 down, May 3-4 down. A more panicky market could hardly be imagined. American options fluctuated wildly and rapidly, but toward the close recovered tone to some extent and the actual loss of the morning was 2-3/4 for December, 2-1/4 for May and 1-3/4 for July in Chicago, and 2-1/2 for December and 2-1/4 for May in Minneapolis. Thirty loads of wheat were reported to have been shipped to New York. Winnipeg opened 2-1/2 down for October, 2-3/4 for November, 2-1/2 for December and 2-1/4 for May. Following this drop at the opening there was a rally and for the balance of the session the market was steady. It was difficult at first to locate where the wheat was going and what it all meant, but later it developed that the wheat had been removed on large bunches and this had helped to boost up December, while in addition there was a foundation for the rally on the part of some of the larger milling companies and also some purchases of cash wheat for export. Of course, the export trade there was none. It was a difficult market to interpret and the majority gave up the task early in the game. The wheat followed Duluth and all elevators stop buying in the country. There was a ready foundation for these apprehensions, but under existing conditions such an announcement is neither impossible nor improbable. Only 135 were contract grade.

THE GRAIN SITUATION.

Winnipeg, October 29.—Commenting today on the peculiar grain situation in the United States, the Free Press says as follows: "The condition of the wheat market has become more seriously complicated and more intricate of late. The market has been a week ago. On the American side things have reached a point where the banks have refused to send money into the country for buying at the elevators, and on Monday all car trading was stopped in the Minneapolis market. The Duluth board of trade has suspended trading entirely for three days to see if the market will right itself, and Minneapolis is talking of taking action along the same lines. In Winnipeg the leading grain men say that they cannot borrow money from the banks to carry wheat across the lakes from Fort William, and that all the wheat must be paid for when it goes into store at Fort William. An unprecedented thing happened last week in the grain trade. A vessel chartered to come in light from Cleveland for a cargo was detained four days at Fort William, unable to load, because the owners of the wheat could not pay for it, and the bank would not let it be loaded until it was paid for. Another vessel chartered and coming in light to load had to have her expenses paid and leave light for Duluth and load there for exactly the same reason. The men chartering the vessel could not pay the bank in advance and the bank would not let the wheat go until it was paid for. The owners of the wheat who are still buying high grade wheat in small quantities on breaks, it has not been possible to sell cash wheat for strings of the banks, said that the chances are, if it continues, elevators all over the country will cease buying wheat. As a matter of fact, some of them are quietly doing this now without making any special announcement. One man said: 'I

THE RESIDENT'S LICENSE.

No person shall hunt, trap, take, shoot at, wound or kill any big game in his possession a license validly issued to him so to do, which shall be known as a resident's big game license. This section shall not apply to the residents of that part of the province lying to the north of a line described as follows: Commencing at a point where the eastern boundary of the province is intersected by the North Saskatchewan river; thence along the said river to a point where the fifty-fourth degree of north latitude is intersected by the said river; thence westerly along the said fifty-fourth degree of north latitude to a point where such degree intersects the one hundred and fiftieth degree of longitude to a point where such degree of longitude intersects the fifty-third degree of north latitude; thence westerly along the said fifty-third degree of north latitude to the western boundary of the province.

RELATING TO GAME DEALERS.

No person or persons shall buy and sell, deal or traffic in the flesh of any big game or game bird, without having first obtained a license in that behalf, every such license shall be issued by the minister and shall be in force for the calendar year, in which it is issued and shall be subject to the provisions of the game laws in force in the province at the time said license is granted; the fee therefor shall not exceed the sum of ten dollars.

EDMONTON MARKETS.

Wheat, No. 1 Northern & Red, \$1.00
Wheat No. 2 Northern and Red, .97
Wheat, No. 3, .94
Wheat, No. 4, .91
Oats, .48
Barley, .45
Flour Five Roses, .35
Household, .35

THE HUNTING OF BIG GAME.

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STRONG BAKERS.

Strong Bakers, 2 00
Capital, 3 00
White Rose, 3 00
Butter, in prints, 25 to 30c.
Butter, in tub, 22 to 25c.
Eggs, fresh, 18c.
Spring chickens, live, 12 to 15c.
Turkey, dressed, 18c.
Live Stock (Wholesale)
Hogs, 250 to 300 lbs. per cwt., 5.50
Hogs, 125 to 200 lbs. per cwt., \$6 to \$6.25
Sheep, per cwt., 5.50
Lamb, per cwt., \$6 to \$6.25
Cattle, per cwt., 2.50
Cattle, extra choice, 3.00
Vegetables (Wholesale)
Potatoes, 25 to 35c.
Cabbage, each, 5c
Onions, per lb., 3c
Carrots, per lb., 2c
Parsnips, per lb., 2c
Celery (scarce).

SYNOPSIS OF CANADIAN NORTH-WEST HOMESTEAD REGULATIONS.

Any enumerated section of Dominion Lands in Manitoba or the North-West Provinces, excepting 3 and 26, not reserved, may be homesteaded by any person who is the head of a family, or male over 18 years of age, to the extent of one-quarter section of 160 acres more or less. Application for homestead entry must be made in person by the applicant at a Dominion Lands Agency or a sub-agency. Entry by proxy, however, be made at an agency on certain conditions by the father, mother, son, daughter, brother or sister of an intending homesteader. An application for entry or cancellation made personally at any Sub-agency office may be withdrawn or completed the transaction as received by mail. In case of "personation" or fraud the applicant will forfeit all priority of claim or if entry has been granted it will be summarily cancelled. An application for cancellation must be made in person. The applicant must have priority of claim, but need only one application for cancellation will be received from an individual. Where an entry is cancelled subsequent to institution for cancellation proceedings, the homesteader's application will be entitled to prior right of entry. Application for cancellation must state in what particulars the homesteader is in default. A homesteader whose entry is not subject to cancellation proceedings, may, subject to the approval of the Department, relinquish it in favour of another person, his wife, son, daughter, brother or sister, if eligible, but to one else, on filing declaration of abandonment. A settler is required to perform the conditions under one of the following plans: (1) At least six months' residence upon and cultivation of the land in each year during the term of three years. (2) Homesteader may, if he so desires, perform the required residence duties by living on farming land owned or leased by him to the extent of 80 acres in extent, in the vicinity of his homestead. Joint ownership in land will not constitute residence. (3) If the father (or mother, if the father is deceased) of a homesteader has permanent residence on farming land in the vicinity of the homestead, or upon a homestead entered for by him in the vicinity of such homestead, he may perform his own residence duties by living with the father (or mother). (4) The homesteader may, in the two preceding paragraphs is defined as meaning not more than nine miles in a direct line, exclusive of the width of road allowances crossed in the measurement. (5) A homesteader intending to perform his residence duties in accordance with the above will, in writing, inform his parents or on farming land owned by himself must notify the Agent for the district of such intention. Before making application for patent the settler must give six months' notice in writing to the Commissioner of Dominion Lands at Ottawa, or his intention to do so.

SYNOPSIS OF CANADIAN NORTH-WEST MINING REGULATIONS.

Coal.—Coal mining rights may be leased for a period of twenty-one years at an annual rental of \$1 per acre. Not more than 2,500 acres shall be leased to one individual or company. A royalty at the rate of five cents per ton shall be collected on the merchantable coal mined. Quartz.—A person eighteen years of age, or over, having discovered mineral in place, may locate a claim 1,500 x 1,500 feet. The fee for recording a claim is \$5. At least \$100 must be expended on the claim each year or paid to the mining recorder in lieu thereof. When \$500 has been expended or paid, the claimee may, upon having a survey made, and upon complying with other requirements, purchase the land at \$1 per acre. The patent provides for the payment of a royalty of 2 1/2 per cent. on the sale. Placer mining claims generally are 100 feet square; entry fee \$5, renewable yearly. An applicant may obtain two leases to dredge for gold of five miles each for a term of twenty years, renewable at the discretion of the Minister of the Interior. The lessee shall have a dredge in operation within one season from the date of the lease for each five miles. Rental \$10 per annum for each mile of river leased. Royalty at the rate of 2 1/2 per cent. collected on the output after it exceeds \$10,000.

W. W. CORY, Deputy of the Minister of the Interior.

N.B.—Unauthorized publication of this advertisement will not be paid for.

airline not far from Prince Albert, October 14th, and in the middle of last night, and G. R. Garrett, and the fatal shot, is held on a case of murder. The inquest opened this morning before Coroner Dr. Thompson. The prisoner, Barrett, was charged of the Mounted Police, who, who witnessed the shooting, who was too sick to attend. The prisoner, Barrett, was charged of the Mounted Police, who, who witnessed the shooting, who was too sick to attend. The prisoner, Barrett, was charged of the Mounted Police, who, who witnessed the shooting, who was too sick to attend.

A new lease of Underwear Comfort will bring the day to you. In the Pen-Angle Line it's easy to find; size to fit you perfectly. fabric to agree with your skin. price you are willing to pay.

money refunded on any garment made with the Pen-Angle in red that is defective or not making.

WILKING CO., LTD. Winnipeg, Man.

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For outdoor work, every day wear, walking and riding. Elmira Felt shoes are the warmest, easiest, lightest of all footwear.

Fort William our prices, Government prompt adjustments. session, or will wire when cars loaded.

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