

8%
ERTY

F. C.

HOOL DEBENTURES
PURCHASERS

ractors

money. We are
detail work
s, Counters,
prepared at

LTD.
YMONTON, ALTA.

LEGAL

CH, O'CONNOR &
ALLISON,
Notaries, Etc.

Hon. C. W. Cross,
Hector Cowan,
S. BIGGAR & O'WAN,

AGENTS.

ate and Insurance Agent,
light and sold on com-
mandance solicited.

THE ORIGINAL
AND ONLY
GENUINE

BEWARE OF
IMITATIONS
SOLD ON THE
MERITS OF
MINARD'S
LINIMENT

Time to Get a
First Class
LES \$6.75.

sins 10c per lb.

'S For Quality
eens Ave.

AYDON'S

anything you wish in

ags,

daks

raphic Supplies

nt attention to Mail

Orders.

GRAYDON

and Druggist.

ard Pharmacy,

386 Jasper Ave. E.

ANT AD. COLUMNS

ANT AD. COLUMNS

IP OF THEATRES.

in Ottawa Take Up

Question.

At a conference of An-

the city, presided over

on, the whole question

atomatic performances

th the result that a

ointed to consider a

controlling the thea-

ctor of the plays pre-

The members of that

ointed to write upon the

nt, the necessity of a

hip. Just as the gov-

SEMI-WEEKLY
EDITION

VOLUME V.

THE BATTLE RIVER
BRIDGE FINISHED

The Last Bolt in Longest Steel Struc-
ture on G. T. P. Inserted on
Thursday.

Wainwright, Alta., Dec. 11.—The G.
T. P. bridge over the Battle River,
the largest steel structure on the en-
tire system, was completed yesterday
and steel laying on the trestles com-
menced. The first engine will cross
on Tuesday. The track-laying ma-
chine and material are here ready to
rush the steel Edmontonward.

The Battle River is 10 miles west of
here and 128 miles east of Edmonton.
The bridge is 2,800 feet long and 198
feet high. It is constructed of steel
towers, which rise from 104 concrete
pedestals. The river itself is not wide
where the bridge crosses, but the val-
ley is, and in consequence a tremen-
dously long bridge was necessitated.
At both the west and east ends of the
bridge there are huge concrete abut-
ments, 50 feet above ground and
which extend 40 feet below the sur-
face. These are built on 300 piles
driven 40 feet into the earth. From
the west end approach to the bridge is
a wooden trestle half a mile in
length.

The contractor for the substructure
of this bridge was held by John
Gunn & Sons, of Winnipeg, and the
superstructure was placed by the Cana-
dian Bridge company, Walkerville,
Ont. Work on the bridge was com-
menced in January, 1907. The en-
tire work taking less than two years
to complete.

A. M. Bouillon, of Edmonton, dis-
trict engineer, in charge of bridges,
was present at the completion of the
bridge, when the last bolt was in-
serted.

C.P.R. OFFICIALS MEET

In Winnipeg to Discuss Operations
For Next Year.

Winnipeg, Dec. 11.—Western offi-
cials of the C. P. R. met here today to
review their estimate for operations next
year preparatory to the annual con-
ference at headquarters in Montreal.
Considerable extension work is con-
templated, and the settlement of the
roadbed on existing lines will also be
included.

The total expenditure of the com-
pany on its system in these depart-
ments during the present year is said
to have been in the neighborhood of
forty millions, but the estimates for
1910 will be considerably under that
amount, as there are no such exten-
sive works as double-tracking contem-
plated. Nearly all the principal officials
of the company are now en route to
Winnipeg to confer with Mr. Whyte.

Funeral of Chinese Emperor.

Pekin, Dec. 11.—The funeral of the
Chinese Emperor took place today
with a strange mixture of ancient cus-
toms with western forms. The cortege
was accompanied by 6,000 moun-
tains and 4,000 soldiers. Fully 10,000
people knelt in the street as the pro-
cession went by. In the procession
were horses with cushioned saddles,
camels with panniers on their backs,
and other pack animals. It is re-
garded as essential of the dignity of
an emperor to be so conducted to his
final resting place. As a concession,
foreigners were permitted to witness
the funeral.

Bourassa to Publish Paper.

Montreal, Dec. 12.—Announcement
is made that Henri Bourassa will
publish a newspaper, Le Bien Public,
and will issue early in the new year.
The company is capitalized at \$100,000.

THE MANCHESTER HOUSE

ESTABLISHED 1880

CONTROL LUMBER OUTPUT.

Consideration Effected of Interests
Wide Enough to Regulate
U. S. Business.

Chicago, Dec. 14.—A lumber colla-
tion that will not only control the
output of the United States, but
which will also take in Canadian
lumber fields, and which will regu-
late the importations from the North,
was consummated in Chicago today.
Edward Hine, the Chicago lumber
king, Bert Cook, of Duluth, and Wm.
O'Brien, of St. Paul, were in consul-
tation at the Grand Pacific hotel
throughout the day and left this after-
noon for Toronto, where they expect
to close operations on a valuable time.

These three men, who represent
the most powerful lumber combine in
this country and who are said to be
the active committee for the inner
circle of the Lumber Dealers' associa-
tion over the United States, acquired
the valuable timber holdings in Ontario
two months ago. At that same time
they were said to be acting on behalf
of the so-called lumber trust, but later
information was to the effect that the
combination had been fully completed.

Christmas Gifts

Require a good deal of
consideration especially
when one has a great many
to buy.

A visit to our big store
will be of interest to you at
this time of the year, we
have so many lines, pecu-
liarly suitable for Christmas
gifts. A big variety at mod-
erate prices.

14 KILLED IN EXPLOSION.

On Passaic Canal Work—Fifty In-
jured—Some May Die.

Washington, Dec. 13.—Capt. Boggs,
of the Ististman canal commission
here, received a cablegram today from
Major Goetzl, engineer, in charge
of the isthmian, stating that fourteen
men were killed and fifty injured by
the dynamite explosion yesterday
morning at Base Obispo. Major Goetzl
said that some of those seriously
injured will probably die.

W. JOHNSTONE WALKER & CO.

267 JASPER AVE., EAST.

TO PROVOKE PROSECUTION.

Regular Theatres in Montreal Will
Open on Sunday.

Montreal, Dec. 11.—There is every
indication that the war between the
regular theatres and the moving pic-
ture shows with regard to Sunday
opening will be fought out in the cri-
minal court.

The moving picture shows have
been running here every Sunday for
a year or more, while the theatres
have been shut, and are also losing
patronage during week days from the
cheap show's competition. This
week the theatres have advertised
that they will open on Sunday, with
pictures and a sacred song program,
and that it is their right to do so.
Chief of Police Campeau stated today
that if the regular theatres took this
move on Sunday they would be pro-
secuted against under the criminal
laws and that plain clothes men
would be sent to catch theatre to col-
lect evidence. That is just what
the theatre managers want, as it will
bring the whole matter to the courts
and decide whether or not moving
picture shows can go on Sundays
while they have to close up on Sat-
urday. They are not at all sure that
the picture shows will corral the public
money while they are observing the
Sabbath.

GERMANY WILL MAKE
OVERTURES TO CANADA

Should French Senate Ratify Franco-
Canadian Commercial Treaty Kai-
ser's Government Will Try to
Make Similar Arrangement.

Canadian Associated Press.

London, Dec. 14.—A Berlin despatch
states that the German government is
awaiting the result of the debate in
the French senate regarding the prop-
osed Franco-Canadian commercial treaty.
Should the senate, as expected,
ratify the treaty, then there is
little doubt Germany will try to com-
plete a similar arrangement with Can-
ada. It is believed that, supported by
Premier Laurier, the present Cana-
dian cabinet will find a cash arrange-
ment which will be acceptable to the
commercial interests of Germany.

FRANCE AGAIN IN FOLD.

Pope Pius Looks for Reclamation of
This Country to the Faith.

Rome, Dec. 14.—In the presence of
a large number of church dignitaries,
especially French, the decree of beatifi-
cation of Joan of Arc was read in
the hall of the consistory of the
Vatican today. At the same time several
missionaries, martyred in China and
Tongkin, were declared "venerable."
Pope Pius, looking in excellent
health, entered the hall. Cardinal
Parroti read the decree of beatifi-
cation. Bishop Touchet, Orleans,
then made a discourse thanking the
supreme court in the name of all
France. His holiness in the course of
his reply, said:
"The church militant will carry on
the struggle under the banner of
Christ until the end of time. The
heroes, who are the objects of honor
in the decrees just read, who gave us
such a glorious example, were from
that France whose present rulers un-
derstand the banner of revolt, breaking
the bonds which united the country
to the church. The heroic example
of these martyrs will, however, give
new life to the church in France and bring
her people to the faith. When you
return to your people that if they
love France they should love God and
the church and remember the words
of the heroine of Orleans: 'Christ,
the King of France.' So doing, God
will protect France and make her
great."

CONTROL LUMBER OUTPUT.

Consideration Effected of Interests
Wide Enough to Regulate
U. S. Business.

Chicago, Dec. 14.—A lumber colla-
tion that will not only control the
output of the United States, but
which will also take in Canadian
lumber fields, and which will regu-
late the importations from the North,
was consummated in Chicago today.
Edward Hine, the Chicago lumber
king, Bert Cook, of Duluth, and Wm.
O'Brien, of St. Paul, were in consul-
tation at the Grand Pacific hotel
throughout the day and left this after-
noon for Toronto, where they expect
to close operations on a valuable time.

CONSTRUCTION TO DATE.

The chief outstanding facts are that
very nearly 9,000 out of the 3,000 miles
of road already built or are under
construction, and that of the prairie
contract between the government and
the Grand Trunk Pacific and are now
being operated by that company. The
total length of the section when com-
pleted will be 920 miles. The whole
of it will be in operation next year.

CONSTRUCTION TO DATE.

Run from the Yorkton branch to
Prince Rupert one section has been
sailed out, that of 100 miles that is
Pacific end and the other 130 miles
under the section in hand. Fifty
miles of it will be very shortly. This leaves
613 miles that are not yet under con-
tract. The contractors who have the
mountain section in hand, Foley,
Welch and Stewart, are making good
progress, but the work is admitted to
be very slow. The cutting which is being effected
with the most advanced types of plant
and machinery.

CONSTRUCTION TO DATE.

The equipment of the line is an im-
portant matter and this has all to be
provided by the Grand Trunk Pacific.
Its agreement with the government
stipulated that it should equip the
entire line with modern and complete
rolling stock and the first equipment
for the completed road has to be of
the value of at least \$20,000,000. For
the purpose of providing the capital
for the construction of the rolling
stock an act of parliament was passed
giving the company powers to issue
debenture stock to the amount
of \$25,000,000 in addition to the cap-
ital stock authorized in the charter.

CONSTRUCTION TO DATE.

The main work proceeded to place
orders accordingly. Of the 14,500 flat
cars ordered 14,500 have already been
delivered. Those not required for the
rolling stock are being placed in the
hands of the Grand Trunk Pacific.
Of two hundred and seventy-five pas-
senger cars upwards of seventy-five
have been received and of seventy-five
locomotives fifty have been delivered.

CONSTRUCTION TO DATE.

It will be seen that in this as in
other respects the Grand Trunk Pacific
is living well up to its agreements
in the spirit as well as in the
letter. So far as its elevator equipment
is concerned the Grand Trunk Pacific
has built a two million bushels an-
nual elevator at Regina, and three and
a quarter million bushel elevator is in
course of construction at Fort Wil-
liam. In the matter of country eleva-
tors the latest work received was that
forty-five elevators have now been

NEW EPOCH IN THE
PROGRESS OF G.T.P.

\$70,000,000 Has Been Spent on This
Gigantic Undertaking — 3,000
Miles Built or Under Way.

THE NATIONAL
TRANSCONTINENTAL

Cost to date, \$70,000,000.
Spent on government section,
\$40,000,000.

Total estimated cost, \$120,000,000.

Total mileage, 3,000 miles.

Constructed or under way,
3,000 miles.

Rolling stock already deliv-
ered, 14,500 flat cars, 200 pas-
senger cars, 50 locomotives.

Forty-five elevators built be-
tween Winnipeg and Wain-
wright.

Winnipeg, Dec. 11.—About \$70,000,000
have been spent on the Transcon-
tinental railway that will soon form
a new bond connecting the provinces
of the Dominion from ocean to ocean.

When the fiscal year closed the ex-
penditure on the National Transcon-
tinental or government section of the
road had been \$27,000,000. This total
has since been increased to \$40,000,000.

The Grand Trunk Pacific has spent
on the prairie section \$25,000,000. This
is now nearly all built and a start
has been made with a few millions on
the two contracts in the mountain
section, now in the process of build-
ing.

The estimated cost of the entire
3,000 miles of main line from Prince
Rupert to Montreal is \$120,000,000.
The contract between the government and
the company stipulated that 1,750
miles from Prince Rupert to Winni-
peg should be built by the G. T. P.
and 2,250 from Winnipeg to Montreal
by the N. T. Co.

These figures do not include the
Lake Superior branch, 137 miles in
length, which was opened for traffic
last week, and towards the building
of which the company has expended
of \$2,000,000 per mile from the Onta-
rio government and six thousand
acres of land per mile.

A large number of contracts have been
signed for the completion of the
road. One was the giving out of
the last of the 120 miles of the
Superior Junction, contract just
completed. The other was the giving
out of the 200 miles of the
Superior Junction to Winnipeg, fifty
per cent. of the work completed.

T. D. McArthur, 200 miles from
Superior Junction to Winnipeg, fifty
per cent. of the work completed.

Construction to Date.

The chief outstanding facts are that
very nearly 9,000 out of the 3,000 miles
of road already built or are under
construction, and that of the prairie
contract between the government and
the Grand Trunk Pacific and are now
being operated by that company. The
total length of the section when com-
pleted will be 920 miles. The whole
of it will be in operation next year.

Run from the Yorkton branch to
Prince Rupert one section has been
sailed out, that of 100 miles that is
Pacific end and the other 130 miles
under the section in hand. Fifty
miles of it will be very shortly. This leaves
613 miles that are not yet under con-
tract. The contractors who have the
mountain section in hand, Foley,
Welch and Stewart, are making good
progress, but the work is admitted to
be very slow. The cutting which is being effected
with the most advanced types of plant
and machinery.

Construction to Date.

The chief outstanding facts are that
very nearly 9,000 out of the 3,000 miles
of road already built or are under
construction, and that of the prairie
contract between the government and
the Grand Trunk Pacific and are now
being operated by that company. The
total length of the section when com-
pleted will be 920 miles. The whole
of it will be in operation next year.

Run from the Yorkton branch to
Prince Rupert one section has been
sailed out, that of 100 miles that is
Pacific end and the other 130 miles
under the section in hand. Fifty
miles of it will be very shortly. This leaves
613 miles that are not yet under con-
tract. The contractors who have the
mountain section in hand, Foley,
Welch and Stewart, are making good
progress, but the work is admitted to
be very slow. The cutting which is being effected
with the most advanced types of plant
and machinery.

Construction to Date.

The chief outstanding facts are that
very nearly 9,000 out of the 3,000 miles
of road already built or are under
construction, and that of the prairie
contract between the government and
the Grand Trunk Pacific and are now
being operated by that company. The
total length of the section when com-
pleted will be 920 miles. The whole
of it will be in operation next year.

Run from the Yorkton branch to
Prince Rupert one section has been
sailed out, that of 100 miles that is
Pacific end and the other 130 miles
under the section in hand. Fifty
miles of it will be very shortly. This leaves
613 miles that are not yet under con-
tract. The contractors who have the
mountain section in hand, Foley,
Welch and Stewart, are making good
progress, but the work is admitted to
be very slow. The cutting which is being effected
with the most advanced types of plant
and machinery.

Construction to Date.

The chief outstanding facts are that
very nearly 9,000 out of the 3,000 miles
of road already built or are under
construction, and that of the prairie
contract between the government and
the Grand Trunk Pacific and are now
being operated by that company. The
total length of the section when com-
pleted will be 920 miles. The whole
of it will be in operation next year.

Run from the Yorkton branch to
Prince Rupert one section has been
sailed out, that of 100 miles that is
Pacific end and the other 130 miles
under the section in hand. Fifty
miles of it will be very shortly. This leaves
613 miles that are not yet under con-
tract. The contractors who have the
mountain section in hand, Foley,
Welch and Stewart, are making good
progress, but the work is admitted to
be very slow. The cutting which is being effected
with the most advanced types of plant
and machinery.

Construction to Date.

The chief outstanding facts are that
very nearly 9,000 out of the 3,000 miles
of road already built or are under
construction, and that of the prairie
contract between the government and
the Grand Trunk Pacific and are now
being operated by that company. The
total length of the section when com-
pleted will be 920 miles. The whole
of it will be in operation next year.

Run from the Yorkton branch to
Prince Rupert one section has been
sailed out, that of 100 miles that is
Pacific end and the other 130 miles
under the section in hand. Fifty
miles of it will be very shortly. This leaves
613 miles that are not yet under con-
tract. The contractors who have the
mountain section in hand, Foley,
Welch and Stewart, are making good
progress, but the work is admitted to
be very slow. The cutting which is being effected
with the most advanced types of plant
and machinery.

Construction to Date.

The chief outstanding facts are that
very nearly 9,000 out of the 3,000 miles
of road already built or are under
construction, and that of the prairie
contract between the government and
the Grand Trunk Pacific and are now
being operated by that company. The
total length of the section when com-
pleted will be 920 miles. The whole
of it will be in operation next year.

Run from the Yorkton branch to
Prince Rupert one section has been
sailed out, that of 100 miles that is
Pacific end and the other 130 miles
under the section in hand. Fifty
miles of it will be very shortly. This leaves
613 miles that are not yet under con-
tract. The contractors who have the
mountain section in hand, Foley,
Welch and Stewart, are making good
progress, but the work is admitted to
be very slow. The cutting which is being effected
with the most advanced types of plant
and machinery.

Construction to Date.

The chief outstanding facts are that
very nearly 9,000 out of the 3,000 miles
of road already built or are under
construction, and that of the prairie
contract between the government and
the Grand Trunk Pacific and are now
being operated by that company. The
total length of the section when com-
pleted will be 920 miles. The whole
of it will be in operation next year.

TRIO OF BANDITS
HOLD UP A TRAIN

Great Northern Express Rifled by
Men Who a Year Ago Pulled
Off a Similar Coup.

Spokane, Wash., Dec. 10.—Three
men held up an eastbound Great
Northern train at Hilliard this morn-
ing, robbed the mail car and escaped.
Only the presence of mind of W. Per-
ron, the fireman, prevented the looting
of the express car, which carried a
large amount of money, including
\$20,000 consigned from Spokane
bank to a Montana town.

The train had slowed down in the
yard at Hilliard when the robbers
crawled over the tender, painted re-
volvers at the engineer and fireman
and ordered the train brought to a
stop. While two of the robbers stood
guard over the engineer, the other
took Fireman Perrin back to uncouple
the mail and express cars.

In the darkness, the bandit failed
to see that the first car was the mail
car, while the second carried baggage
and the express car. Perrin, who
was on the train, saw the robbers
and proceeded three miles to Mead.
There a horse and buggy was awaiting
them.

Old Hands at Game.

Spokane, Wash., Dec. 11.—Ed. Frank-
hauser and J. McDonald, together
with another man, were arrested to-
day on a charge of holding up a train
this morning held up train No. 4 on
the Great Northern inside of the city
of Spokane. Frankhauser and McDonald
northern crack hold-up train in
Montana, a short distance east of the
scene of the present robbery, securing
\$40,000. The expenditure of \$1,000
a night in the dance halls of Bonner's
Ferry, Idaho, where they chartered
the tender for several nights, led
to their arrest. The bandits broke
out at Helena and since then have
been at liberty. Officials are silent
as to the amount of the booty secured
last night. One report further parading
that amount is \$20,000, but this is impossi-
ble.

CHURCH UNION IS NEARER.

First Committee Reaches Satisfactory
Stage for Union.

Toronto, Dec. 13.—The official re-
port of the church union conference
issued today by the conference has
been completed. The stupendous work
to which it first addressed itself in De-
cember, 11, says that much dis-
cussion has been carried on, and the
emergence of unlooked for difficulties,
has been overcome. The report of
the special committee concerning the
basis of terms on which the Angli-
cans would come in was unanimously
adopted, but the documents will not
be made public till the reply of the
joint committee reaches the Anglican
representative.

The report requiring the most con-
sideration was that of the sub-
committee on administration, the special
difficulty being to frame a scheme
for the amalgamation of benevolent
funds of negotiating churches so as
to conserve the existing rights, with-
out interfering with the obligations
of the proposed united church to
those who may become its ministers.

A satisfactory plan, however, was
devised. The committee of each
church are satisfied with the basis
of union proposed by the joint com-
mittee and will recommend its adop-
tion by the governing courts of the
various churches. To place all churches
on equal footing it was decided that
the vote of the union should be
simultaneous in the three churches.
As the Methodist general conference
does not meet till September, 1910,
it was agreed that the different
churches express their opinion on the
subject in the autumn of that year.

RESTRICTION EFFECTIVE.

Moderate Policy in Dealing With Asiatic
Immigration Powers to be
Eminently Satisfactory.

Ottawa, Dec. 14.—As a result of the
restrictive measures adopted by the
Canadian government last spring and
the co-operation of the Imperial au-
thorities in discouraging the emigra-
tion of Hindus to British Columbia,
this year there has been only six as
compared with over two thousand
last year.

This fact, coupled with the restric-
tion of the Japanese immigration to
under 300 this year, justifies in a
striking manner, the moderate and
moderate policy pursued in the negotia-
tion of an effective restriction of Asiatic
immigration without in any way
jeopardizing Imperial interests. It
would have been the case had Sir Wil-
liam Laurier and his colleagues allowed
themselves to be stampeded by the
outcry from the "back of the Pacific"
east, back at Premier Mc-
Bride and other Conservative leaders,
who demanded a policy of absolute
exclusion.

Marriage Nullified by Vatican.

London, Dec. 14.—The Marquis Mar-
quis de la Roche has secured a divorce
from the Vatican, nullifying as far as
the church is concerned the marriage
of his daughter, Helen, with Arthur
H. Osborne, of New York, a report
is held by a credible source from
Rome. Mr. Osborne's appeal to the
Vatican from the decision of the au-
thorities of the New York archdiocese,
who refused to nullify the marriage.

TRADES UNIONS NOT LIABLE.

Judgment Relieves of Responsibility
For Damages to Non-Union Man.

Vancouver, Dec. 12.—A signal vic-
tory was won by the stonecutters'
union of Victoria by the judgment of
the full court today in the suit of
Grand Jury Knott, the latter being
the secretary of the union. In effect
the decision relieves any trades union
of liability to any applicant who re-
fuses to submit to a test for admis-
sion into the union, and fails to se-
cure employment as a result of his
refusal to comply with the union's
conditions. They can threaten to
strike if he is employed and so force
him out of work as they did in this
case and still not be liable.

Danger Lurks in Coal Oil.

Victoria, Man., Dec. 12.—At 8:30
o'clock this morning Michael Farrell,
aged 15, employed by R. Schurman,
attempted to enliven a
full fire with coal oil, when it ignited
and blew the bottom from the can,
making a report that roused Schur-
man. Coming downstairs he found
the boy in flames and carrying him
outside, extinguished the flames in
a second. The boy was conveyed
to a hospital, where he lies in a pre-
carious condition. Schurman was
only burned. Slight damage was
done to the room and furniture.

TRAIL BLAZERS OF COMMERCE

Miss Agnes Deans Cameron, Vice President of the Canadian Women's Press Association, in Interesting Article in Uncle Remus Magazine, Published in Atlanta, Georgia, Tells the Story of the Development and the "Men Behind" of the Canadian West.

On the wheat-plains of Western Canada a new nation is being born; there are no elaborate christening parties, yet the dulcet cannot cross the international border without feeling the invigorating influence that here permeates all things. The men who are making Western Canada grow live men with red blood in their veins; they are no vicararies. This year is the centenary of the founding of Quebec by Champlain. For three hundred years lay fallow this world's greatest wheat-plain, all unguessed, its yellow harvests of forty-bushel wheat. A scant decade ago, the Giant of the North waked and shook her mighty limbs, and now through every artery flows quick the God-Fever of the Anglo-Saxon.

Last year a quarter of a million citizens in the rough surged into Canada, and identified themselves with the settlers, fusing cauldron out of which is solidifying the new Nation of the Plains. What causes this feverish activity? Two economic facts. Europe's hungry borders cry out for bread. The Government of Canada gives to him who will till it, without price, a hundred and sixty acres of prairie, a fabled soil which yields a yearly increase of wheat and thirty and forty bushels of hard wheat to the acre. The lure of the wheat more compelling than that of the profitable peltries of the Far North, stronger than the lure of gold or silver, has drawn the men of the old land, and now through every artery flows quick the God-Fever of the Anglo-Saxon.

The cry of great Mother-Nature, the old land hunger, is as insistent now as it was in the beginning, and so these free prairie draw as magnets of the day. Here is the scene of the greatest racial amalgamation the world has yet witnessed. The United States and Great Britain, down-trodden Russia and virile Japan, the Slav, the Finn, the Hun, each weaves a thread into the woof of the new fabric. And the beauty of it is that there is room for all. Canada wants immigrants more than anything else in the world; her doors are wide open to one, but here also are law and order and all the amenities of civilization.

Why all this acclaim about the sunshine of this belt of Western Canada? It is the sunshine that turns the trick and makes possible the harvests of forty-bushel wheat, and profits the building of a 3,600-mile railroad through an arid hinterland. Today on the Grand Trunk Pacific System an army of path-finding surveyors, engineers, electricians and foreign laborers, 25,000 strong, is upsetting geography and making history. This line will be an impetus (trepo) for the world's commerce; and the shortest time between Europe and Asia will be cut forty-eight hours.

Why all this acclaim about the sunshine of this belt of Western Canada? It is the sunshine that turns the trick and makes possible the harvests of forty-bushel wheat, and profits the building of a 3,600-mile railroad through an arid hinterland. Today on the Grand Trunk Pacific System an army of path-finding surveyors, engineers, electricians and foreign laborers, 25,000 strong, is upsetting geography and making history. This line will be an impetus (trepo) for the world's commerce; and the shortest time between Europe and Asia will be cut forty-eight hours.

Why all this acclaim about the sunshine of this belt of Western Canada? It is the sunshine that turns the trick and makes possible the harvests of forty-bushel wheat, and profits the building of a 3,600-mile railroad through an arid hinterland. Today on the Grand Trunk Pacific System an army of path-finding surveyors, engineers, electricians and foreign laborers, 25,000 strong, is upsetting geography and making history. This line will be an impetus (trepo) for the world's commerce; and the shortest time between Europe and Asia will be cut forty-eight hours.

Why all this acclaim about the sunshine of this belt of Western Canada? It is the sunshine that turns the trick and makes possible the harvests of forty-bushel wheat, and profits the building of a 3,600-mile railroad through an arid hinterland. Today on the Grand Trunk Pacific System an army of path-finding surveyors, engineers, electricians and foreign laborers, 25,000 strong, is upsetting geography and making history. This line will be an impetus (trepo) for the world's commerce; and the shortest time between Europe and Asia will be cut forty-eight hours.

Why all this acclaim about the sunshine of this belt of Western Canada? It is the sunshine that turns the trick and makes possible the harvests of forty-bushel wheat, and profits the building of a 3,600-mile railroad through an arid hinterland. Today on the Grand Trunk Pacific System an army of path-finding surveyors, engineers, electricians and foreign laborers, 25,000 strong, is upsetting geography and making history. This line will be an impetus (trepo) for the world's commerce; and the shortest time between Europe and Asia will be cut forty-eight hours.

Why all this acclaim about the sunshine of this belt of Western Canada? It is the sunshine that turns the trick and makes possible the harvests of forty-bushel wheat, and profits the building of a 3,600-mile railroad through an arid hinterland. Today on the Grand Trunk Pacific System an army of path-finding surveyors, engineers, electricians and foreign laborers, 25,000 strong, is upsetting geography and making history. This line will be an impetus (trepo) for the world's commerce; and the shortest time between Europe and Asia will be cut forty-eight hours.

Why all this acclaim about the sunshine of this belt of Western Canada? It is the sunshine that turns the trick and makes possible the harvests of forty-bushel wheat, and profits the building of a 3,600-mile railroad through an arid hinterland. Today on the Grand Trunk Pacific System an army of path-finding surveyors, engineers, electricians and foreign laborers, 25,000 strong, is upsetting geography and making history. This line will be an impetus (trepo) for the world's commerce; and the shortest time between Europe and Asia will be cut forty-eight hours.

THIS BUSINESS IS ZARZOULOUS TOO

Vice-President of Iron Company Makes This Statement.

New York, Dec. 11.—Despite the large profits which he said the company made uniformly every year since its organization, Vice-President Archibald P. Law, of the Temple Iron Company, testifying in the government's suit against the coal roads, today said that the business was a hazardous one.

"It is dangerous at all times from fire, flood and labor trouble," said Mr. Law. "The relations between the company and the railroads interested in it is Reading, the Lehigh Valley, the Central of New Jersey, the Lackawanna, the Susquehanna and Western and the Erie, were brought out in Mr. Law's description of the difficulties of the Temple Iron Company during the coal strike. As a result of the two strikes and general depression in the coal business during the three years preceding 1902, the trustees were forced to rely on the guaranteeing railroads for financial help to make good the deficiency. As the result, the railroads have the coal roads' stock, and the coal roads have the railroads' stock."

"Did the officials of the railroads make any demand for the return of the stock?" the witness was asked. "They certainly did," replied Mr. Law. "But President Isaac of the Reading, chairman of the Temple Company's directorate, put them off. I remember that he told them it was all a matter of time that they would have to wait," said Mr. Law.

Outside of the three big years preceding 1902, the witness was asked, the Temple Iron Company had been an extremely profitable business, and that now they had a \$1,000,000 surplus in the treasury. "They certainly did," replied Mr. Law. "But President Isaac of the Reading, chairman of the Temple Company's directorate, put them off. I remember that he told them it was all a matter of time that they would have to wait," said Mr. Law.

Outside of the three big years preceding 1902, the witness was asked, the Temple Iron Company had been an extremely profitable business, and that now they had a \$1,000,000 surplus in the treasury. "They certainly did," replied Mr. Law. "But President Isaac of the Reading, chairman of the Temple Company's directorate, put them off. I remember that he told them it was all a matter of time that they would have to wait," said Mr. Law.

Outside of the three big years preceding 1902, the witness was asked, the Temple Iron Company had been an extremely profitable business, and that now they had a \$1,000,000 surplus in the treasury. "They certainly did," replied Mr. Law. "But President Isaac of the Reading, chairman of the Temple Company's directorate, put them off. I remember that he told them it was all a matter of time that they would have to wait," said Mr. Law.

Outside of the three big years preceding 1902, the witness was asked, the Temple Iron Company had been an extremely profitable business, and that now they had a \$1,000,000 surplus in the treasury. "They certainly did," replied Mr. Law. "But President Isaac of the Reading, chairman of the Temple Company's directorate, put them off. I remember that he told them it was all a matter of time that they would have to wait," said Mr. Law.

Outside of the three big years preceding 1902, the witness was asked, the Temple Iron Company had been an extremely profitable business, and that now they had a \$1,000,000 surplus in the treasury. "They certainly did," replied Mr. Law. "But President Isaac of the Reading, chairman of the Temple Company's directorate, put them off. I remember that he told them it was all a matter of time that they would have to wait," said Mr. Law.

Outside of the three big years preceding 1902, the witness was asked, the Temple Iron Company had been an extremely profitable business, and that now they had a \$1,000,000 surplus in the treasury. "They certainly did," replied Mr. Law. "But President Isaac of the Reading, chairman of the Temple Company's directorate, put them off. I remember that he told them it was all a matter of time that they would have to wait," said Mr. Law.

Outside of the three big years preceding 1902, the witness was asked, the Temple Iron Company had been an extremely profitable business, and that now they had a \$1,000,000 surplus in the treasury. "They certainly did," replied Mr. Law. "But President Isaac of the Reading, chairman of the Temple Company's directorate, put them off. I remember that he told them it was all a matter of time that they would have to wait," said Mr. Law.

Outside of the three big years preceding 1902, the witness was asked, the Temple Iron Company had been an extremely profitable business, and that now they had a \$1,000,000 surplus in the treasury. "They certainly did," replied Mr. Law. "But President Isaac of the Reading, chairman of the Temple Company's directorate, put them off. I remember that he told them it was all a matter of time that they would have to wait," said Mr. Law.

Outside of the three big years preceding 1902, the witness was asked, the Temple Iron Company had been an extremely profitable business, and that now they had a \$1,000,000 surplus in the treasury. "They certainly did," replied Mr. Law. "But President Isaac of the Reading, chairman of the Temple Company's directorate, put them off. I remember that he told them it was all a matter of time that they would have to wait," said Mr. Law.

ROBBED HOUSE OF DEAD BEFORE POLICE'S EYES

Slug Two Intruders Carried Away \$100,000 Worth of Jewels and Furs Following Mysterious Death of Mrs. George Wood, Philadelphia Police Were Present During Robbery.

Philadelphia, Dec. 11.—A Philadelphia dispatch to the World says: "Jewels valued at \$75,000, mostly diamonds, were carried off by two intruders from the residence of Mrs. George Wood, who was found dead October 11, in her home, number 1,229 North 10th street, last night."

The death of Mrs. Wood and the disappearance of her valuables, are shrouded in mystery. Mrs. Wood, who was conspicuous in society, numbered among her friends some of Philadelphia's exclusive set, and among the beneficiaries of her will, were two distinguished foreigners and distinguished Americans. She was the widow of George Wood, a prominent member of the Royal Insurance Company.

Mrs. Wood had been dead possibly twelve hours when the body was discovered. An employee of the American District Telegraph Company, who was on duty at the residence of Mrs. Wood, was the first to discover the body. He found the door unlocked and the body lying on the floor. The police were called and the body was removed to the morgue.

After the finding of the body, the house was searched and a large quantity of jewelry and furs were found. The police were unable to identify the intruders. The case is being treated as a robbery.

The man who found Mrs. Wood dead said that when he discovered the body, he found the door unlocked and the body lying on the floor. The police were called and the body was removed to the morgue.

The man who found Mrs. Wood dead said that when he discovered the body, he found the door unlocked and the body lying on the floor. The police were called and the body was removed to the morgue.

The man who found Mrs. Wood dead said that when he discovered the body, he found the door unlocked and the body lying on the floor. The police were called and the body was removed to the morgue.

The man who found Mrs. Wood dead said that when he discovered the body, he found the door unlocked and the body lying on the floor. The police were called and the body was removed to the morgue.

The man who found Mrs. Wood dead said that when he discovered the body, he found the door unlocked and the body lying on the floor. The police were called and the body was removed to the morgue.

The man who found Mrs. Wood dead said that when he discovered the body, he found the door unlocked and the body lying on the floor. The police were called and the body was removed to the morgue.

The man who found Mrs. Wood dead said that when he discovered the body, he found the door unlocked and the body lying on the floor. The police were called and the body was removed to the morgue.

The man who found Mrs. Wood dead said that when he discovered the body, he found the door unlocked and the body lying on the floor. The police were called and the body was removed to the morgue.

WILL BE NO DISSOLUTION. PREMIER ASQUITH SAYS GOVERNMENT WILL HOLD ANOTHER SESSION—FREE TRADE VS. PROTECTION.

London, Dec. 12.—The government is determined there shall be no immediate dissolution of parliament, but that the ministers will meet parliament at its next session, with an important program of which the budget will be the leading feature.

This was announced by Premier Asquith at a banquet given him at the National Liberal club last night by two hundred members of the party as a mark of their appreciation and confidence. The occasion had been anticipated with great interest as affording Mr. Asquith an opportunity to explain his policy in the face of the rejection by the House of Lords of Liberal bills.

In a speech justifying the legislative work the Liberals already had accomplished, Mr. Asquith invited the party to treat the veto of the House of Lords as the dominating issue in politics, but he declined to dissolve parliament, he added, at the discretion of the Upper Chamber. The government would, however, choose its own time for dissolution.

With regard to the next session of parliament Mr. Asquith said he was unable to specify the details of the program that would be put forward. The chief work would be concerned with the budget, and the weights and measures bill, especially from the point of view of the protection of the domestic industries therein involved and on it the government would stand or fall.

It would, however, rise again, in its most acute form," the premier concluded. "The great controversy of free trade versus protection" will be the leading feature of the next session.

CASTRO MAY VISIT FRANCE. Government Permits Venezuelan Expedition to Enter Paris.

Paris, Dec. 12.—President Bordenave of Venezuela, left this city today for France, which city he was scheduled to reach at 6:15 o'clock this evening. This shows that communication from the French foreign office which was handed him by a messenger, especially from Paris, to visit him yesterday, did not actually forbid the dictator on French soil.

There was great surprise when it was known that the trustees under the will of the Girard Trust Company, and two women, members of the family, Mrs. Sophie Biddle, and Miss Catherine Craig Biddle, had been unable to find a suitable number of diamonds enumerated in the will. The trustees have confirmed the report regarding the disappearance of jewels and the loss of the diamonds.

HEINZ WINS HIS CASE. Judgment in B.C. Land Grant Case Favors Bill. Millionaire.

Victoria, Dec. 11.—F. A. Heinz, the Butte millionaire, won his case and St. Thomas Shaugnessy lost, in the appeal said over the division of 20,000 acres in the Columbia valley to Belgium and which states that the British government would require a specific undertaking that the grievances of which it has so often complained shall be remedied within a reasonable period.

POPES GIVE PRIVATE AUDIENCE. Rome, Dec. 11.—The Pope received the Archbishop of Montreal in a private audience.

15% more for your house. Taylor-Forbis Guelph Canada. Barnes Company Calgary Limited.

play, at Calgary and Strathcona office, has during the past two days the funeral of the late Gordon of Metropolitan church, was in Leominster church, the anniversary of the church of which he was pastor. His pulpit was morning by Mr. Webster.

On the wheat-plains of Western Canada a new nation is being born; there are no elaborate christening parties, yet the dulcet cannot cross the international border without feeling the invigorating influence that here permeates all things.

Last year a quarter of a million citizens in the rough surged into Canada, and identified themselves with the settlers, fusing cauldron out of which is solidifying the new Nation of the Plains.

Why all this acclaim about the sunshine of this belt of Western Canada? It is the sunshine that turns the trick and makes possible the harvests of forty-bushel wheat, and profits the building of a 3,600-mile railroad through an arid hinterland.

Why all this acclaim about the sunshine of this belt of Western Canada? It is the sunshine that turns the trick and makes possible the harvests of forty-bushel wheat, and profits the building of a 3,600-mile railroad through an arid hinterland.

Why all this acclaim about the sunshine of this belt of Western Canada? It is the sunshine that turns the trick and makes possible the harvests of forty-bushel wheat, and profits the building of a 3,600-mile railroad through an arid hinterland.

Why all this acclaim about the sunshine of this belt of Western Canada? It is the sunshine that turns the trick and makes possible the harvests of forty-bushel wheat, and profits the building of a 3,600-mile railroad through an arid hinterland.

Why all this acclaim about the sunshine of this belt of Western Canada? It is the sunshine that turns the trick and makes possible the harvests of forty-bushel wheat, and profits the building of a 3,600-mile railroad through an arid hinterland.

Why all this acclaim about the sunshine of this belt of Western Canada? It is the sunshine that turns the trick and makes possible the harvests of forty-bushel wheat, and profits the building of a 3,600-mile railroad through an arid hinterland.

Why all this acclaim about the sunshine of this belt of Western Canada? It is the sunshine that turns the trick and makes possible the harvests of forty-bushel wheat, and profits the building of a 3,600-mile railroad through an arid hinterland.

Why all this acclaim about the sunshine of this belt of Western Canada? It is the sunshine that turns the trick and makes possible the harvests of forty-bushel wheat, and profits the building of a 3,600-mile railroad through an arid hinterland.

Why all this acclaim about the sunshine of this belt of Western Canada? It is the sunshine that turns the trick and makes possible the harvests of forty-bushel wheat, and profits the building of a 3,600-mile railroad through an arid hinterland.

Why all this acclaim about the sunshine of this belt of Western Canada? It is the sunshine that turns the trick and makes possible the harvests of forty-bushel wheat, and profits the building of a 3,600-mile railroad through an arid hinterland.

Why all this acclaim about the sunshine of this belt of Western Canada? It is the sunshine that turns the trick and makes possible the harvests of forty-bushel wheat, and profits the building of a 3,600-mile railroad through an arid hinterland.

Why all this acclaim about the sunshine of this belt of Western Canada? It is the sunshine that turns the trick and makes possible the harvests of forty-bushel wheat, and profits the building of a 3,600-mile railroad through an arid hinterland.

THE EDMONTON BULLETIN.

(SEMI-WEEKLY.)

DAILY-Delivered in City, 54 per year. By mail, per year, \$3. By mail to United States per year \$3. SEMI-WEEKLY-Subscription per year \$1. Subscribers in the United States \$2. All subscriptions strictly in advance.

BULLETIN CO., Ltd. DUNCAN MARSHALL, Manager

TUESDAY, DECEMBER 15, 1908.

THE BETTERING OUTLOOK.

For the past eight months the Dominion revenue is 11 millions less than for the corresponding period last year. This represents a falling off of one-sixth, or of only 16.23 per cent. a decrease we fancy by no means greater than the merchant and the manufacturer have experienced in their respective lines of business. Considering the wide range of the depression and its consequences it is the most advanced powers of the world, Canada has room for congratulation that the national exchequer came off so well.

Equally satisfactory is it to note that month by month the decrease is lessening, with every prospect of going away to growing receipts. Of every hand conditions are admitted to have passed the crisis and to be now tending steadily to a resumption of the normal.

In this is proof of the sound judgment of Canada's finance minister. While admitting the necessity of tempering enterprise with caution he declined to believe the adverse conditions more than a temporary setback, bound to pass quickly and leave the country with undiminished and unshaken credit. Instead of curtailing expenditure on national undertakings, and thus increasing the army of the unemployed, he courageously faced Parliament with the largest deficit in our history and fought them through in the face of strenuous and persistent opposition, opposition made the more formidable that misgivings as to early betterment had found lodgment in the minds of many of our foremost business men. It was a time of testing both of Mr. Fielding's faith in Canada and of his judgment in financial matters. The largest estimate in our history of the deficit of the year, and the question of the faith of the steadily bettering conditions bear witness to the correctness of his judgment.

In a time of stress, the attitude of the Government is a tremendous factor in the maintenance of the country's confidence, and hence in determining whether the course pursued by the Government is the wisest. Mr. Fielding's attitude in this respect was a masterpiece of statesmanship. He declared that the country would have to get on as best it could, and that he would support them in any emergency. He was not only a man of words, but a man of deeds. He was not only a man of words, but a man of deeds.

For a man who was supposed to be a "sewer" of New Brunswick last March Premier Haas seems to be having a peculiarly unpleasant time of it. A fortnight ago two constitutions which went Conservative in March went the other way in by-elections. Stranger yet from the "party sweep" standpoint, John Massey, commissioner of public works for one of the winning candidates, went against a straight Haas supporter. Now Mr. Massey's paper, the North Shore Leader, pointedly reminds Mr. Haas that he will have to get on as best he can, and that he will support them in any emergency.

In a time of stress, the attitude of the Government is a tremendous factor in the maintenance of the country's confidence, and hence in determining whether the course pursued by the Government is the wisest. Mr. Fielding's attitude in this respect was a masterpiece of statesmanship. He declared that the country would have to get on as best it could, and that he would support them in any emergency. He was not only a man of words, but a man of deeds. He was not only a man of words, but a man of deeds.

For a man who was supposed to be a "sewer" of New Brunswick last March Premier Haas seems to be having a peculiarly unpleasant time of it. A fortnight ago two constitutions which went Conservative in March went the other way in by-elections. Stranger yet from the "party sweep" standpoint, John Massey, commissioner of public works for one of the winning candidates, went against a straight Haas supporter. Now Mr. Massey's paper, the North Shore Leader, pointedly reminds Mr. Haas that he will have to get on as best he can, and that he will support them in any emergency.

In a time of stress, the attitude of the Government is a tremendous factor in the maintenance of the country's confidence, and hence in determining whether the course pursued by the Government is the wisest. Mr. Fielding's attitude in this respect was a masterpiece of statesmanship. He declared that the country would have to get on as best it could, and that he would support them in any emergency. He was not only a man of words, but a man of deeds. He was not only a man of words, but a man of deeds.

For a man who was supposed to be a "sewer" of New Brunswick last March Premier Haas seems to be having a peculiarly unpleasant time of it. A fortnight ago two constitutions which went Conservative in March went the other way in by-elections. Stranger yet from the "party sweep" standpoint, John Massey, commissioner of public works for one of the winning candidates, went against a straight Haas supporter. Now Mr. Massey's paper, the North Shore Leader, pointedly reminds Mr. Haas that he will have to get on as best he can, and that he will support them in any emergency.

In a time of stress, the attitude of the Government is a tremendous factor in the maintenance of the country's confidence, and hence in determining whether the course pursued by the Government is the wisest. Mr. Fielding's attitude in this respect was a masterpiece of statesmanship. He declared that the country would have to get on as best it could, and that he would support them in any emergency. He was not only a man of words, but a man of deeds. He was not only a man of words, but a man of deeds.

For a man who was supposed to be a "sewer" of New Brunswick last March Premier Haas seems to be having a peculiarly unpleasant time of it. A fortnight ago two constitutions which went Conservative in March went the other way in by-elections. Stranger yet from the "party sweep" standpoint, John Massey, commissioner of public works for one of the winning candidates, went against a straight Haas supporter. Now Mr. Massey's paper, the North Shore Leader, pointedly reminds Mr. Haas that he will have to get on as best he can, and that he will support them in any emergency.

In a time of stress, the attitude of the Government is a tremendous factor in the maintenance of the country's confidence, and hence in determining whether the course pursued by the Government is the wisest. Mr. Fielding's attitude in this respect was a masterpiece of statesmanship. He declared that the country would have to get on as best it could, and that he would support them in any emergency. He was not only a man of words, but a man of deeds. He was not only a man of words, but a man of deeds.

dogs and even cats are liable, but cattle and swine are the most susceptible. The disease first manifests itself in a high temperature. Shortly thereafter the animal, about the head, and between the toes. These spots form in the mouth, about the corners of the mouth, and on the feet. They burst the skin is left hanging. As the animals run themselves to relieve the pain these soon become raw. Sometimes large pieces of skin are shed, leaving wounds that will not heal and making it necessary to destroy the animal to end its suffering.

Contrary to ordinary supposition the mortality from the disease is not on the whole, great, amounting to only from two to five per cent. It varies greatly, however, and while few deaths may result in one locality in another few victims survive. The real damage is in the destruction of the health of a herd, and in the after effects the paralysis, lameness and running sores. The cattle all rapidly and in a week a well-conditioned animal is reduced to a skeleton so low in vitality that destruction is often cheaper than to cure and feed up to marketable condition. Two weeks is about the average period of the disease to run after which convalescence may be looked for.

Fortunately the dairy herd is decisively affected in an early stage of sickness. The cattle cease giving milk and do not begin again until recovery is complete. Were it otherwise unscrupulous dealers would doubtless be found willing to deliver the milk to customers. The germs are very virulent and will live for months in stables where diseased cattle have been formerly kept, falling on the first animal that comes along with unabated vigor. Human beings, though not in greater danger from them than from the agents communicating them to animals afterward handled.

Fatalities among human beings from the disease are very rare, and are runs little personal danger unless a herd of affected animals. Cases of human beings contracting the disease by eating the flesh of a diseased animal are practically unknown.

One for Mr. Hazen. For a man who was supposed to be a "sewer" of New Brunswick last March Premier Haas seems to be having a peculiarly unpleasant time of it. A fortnight ago two constitutions which went Conservative in March went the other way in by-elections. Stranger yet from the "party sweep" standpoint, John Massey, commissioner of public works for one of the winning candidates, went against a straight Haas supporter. Now Mr. Massey's paper, the North Shore Leader, pointedly reminds Mr. Haas that he will have to get on as best he can, and that he will support them in any emergency.

In a time of stress, the attitude of the Government is a tremendous factor in the maintenance of the country's confidence, and hence in determining whether the course pursued by the Government is the wisest. Mr. Fielding's attitude in this respect was a masterpiece of statesmanship. He declared that the country would have to get on as best it could, and that he would support them in any emergency. He was not only a man of words, but a man of deeds. He was not only a man of words, but a man of deeds.

For a man who was supposed to be a "sewer" of New Brunswick last March Premier Haas seems to be having a peculiarly unpleasant time of it. A fortnight ago two constitutions which went Conservative in March went the other way in by-elections. Stranger yet from the "party sweep" standpoint, John Massey, commissioner of public works for one of the winning candidates, went against a straight Haas supporter. Now Mr. Massey's paper, the North Shore Leader, pointedly reminds Mr. Haas that he will have to get on as best he can, and that he will support them in any emergency.

In a time of stress, the attitude of the Government is a tremendous factor in the maintenance of the country's confidence, and hence in determining whether the course pursued by the Government is the wisest. Mr. Fielding's attitude in this respect was a masterpiece of statesmanship. He declared that the country would have to get on as best it could, and that he would support them in any emergency. He was not only a man of words, but a man of deeds. He was not only a man of words, but a man of deeds.

For a man who was supposed to be a "sewer" of New Brunswick last March Premier Haas seems to be having a peculiarly unpleasant time of it. A fortnight ago two constitutions which went Conservative in March went the other way in by-elections. Stranger yet from the "party sweep" standpoint, John Massey, commissioner of public works for one of the winning candidates, went against a straight Haas supporter. Now Mr. Massey's paper, the North Shore Leader, pointedly reminds Mr. Haas that he will have to get on as best he can, and that he will support them in any emergency.

In a time of stress, the attitude of the Government is a tremendous factor in the maintenance of the country's confidence, and hence in determining whether the course pursued by the Government is the wisest. Mr. Fielding's attitude in this respect was a masterpiece of statesmanship. He declared that the country would have to get on as best it could, and that he would support them in any emergency. He was not only a man of words, but a man of deeds. He was not only a man of words, but a man of deeds.

For a man who was supposed to be a "sewer" of New Brunswick last March Premier Haas seems to be having a peculiarly unpleasant time of it. A fortnight ago two constitutions which went Conservative in March went the other way in by-elections. Stranger yet from the "party sweep" standpoint, John Massey, commissioner of public works for one of the winning candidates, went against a straight Haas supporter. Now Mr. Massey's paper, the North Shore Leader, pointedly reminds Mr. Haas that he will have to get on as best he can, and that he will support them in any emergency.

In a time of stress, the attitude of the Government is a tremendous factor in the maintenance of the country's confidence, and hence in determining whether the course pursued by the Government is the wisest. Mr. Fielding's attitude in this respect was a masterpiece of statesmanship. He declared that the country would have to get on as best it could, and that he would support them in any emergency. He was not only a man of words, but a man of deeds. He was not only a man of words, but a man of deeds.

For a man who was supposed to be a "sewer" of New Brunswick last March Premier Haas seems to be having a peculiarly unpleasant time of it. A fortnight ago two constitutions which went Conservative in March went the other way in by-elections. Stranger yet from the "party sweep" standpoint, John Massey, commissioner of public works for one of the winning candidates, went against a straight Haas supporter. Now Mr. Massey's paper, the North Shore Leader, pointedly reminds Mr. Haas that he will have to get on as best he can, and that he will support them in any emergency.

In a time of stress, the attitude of the Government is a tremendous factor in the maintenance of the country's confidence, and hence in determining whether the course pursued by the Government is the wisest. Mr. Fielding's attitude in this respect was a masterpiece of statesmanship. He declared that the country would have to get on as best it could, and that he would support them in any emergency. He was not only a man of words, but a man of deeds. He was not only a man of words, but a man of deeds.

For a man who was supposed to be a "sewer" of New Brunswick last March Premier Haas seems to be having a peculiarly unpleasant time of it. A fortnight ago two constitutions which went Conservative in March went the other way in by-elections. Stranger yet from the "party sweep" standpoint, John Massey, commissioner of public works for one of the winning candidates, went against a straight Haas supporter. Now Mr. Massey's paper, the North Shore Leader, pointedly reminds Mr. Haas that he will have to get on as best he can, and that he will support them in any emergency.

In a time of stress, the attitude of the Government is a tremendous factor in the maintenance of the country's confidence, and hence in determining whether the course pursued by the Government is the wisest. Mr. Fielding's attitude in this respect was a masterpiece of statesmanship. He declared that the country would have to get on as best it could, and that he would support them in any emergency. He was not only a man of words, but a man of deeds. He was not only a man of words, but a man of deeds.

For a man who was supposed to be a "sewer" of New Brunswick last March Premier Haas seems to be having a peculiarly unpleasant time of it. A fortnight ago two constitutions which went Conservative in March went the other way in by-elections. Stranger yet from the "party sweep" standpoint, John Massey, commissioner of public works for one of the winning candidates, went against a straight Haas supporter. Now Mr. Massey's paper, the North Shore Leader, pointedly reminds Mr. Haas that he will have to get on as best he can, and that he will support them in any emergency.

Canadian business failures in November numbered 237, sixteen per cent. fewer than last year, and with 62 per cent. smaller liabilities.

Taft has selected a professed Democrat and ex-Confederate soldier for Secretary of War. This looks like an unfair invasion of the "Solid South."

Recent events seem to have been planned by the German authorities to request Yale to return a phonographic record which once interviewed the Kaiser.

John J. Sullivan is suing for a divorce. John's business is a great liability, but shattering age and consistent dissipation break down the best of them.

Personalities seem to be getting as unpopular as Mr. Rockefeller. Municipal candidates are mutually excited the other fellow with their exclusive use and benefit.

Bryan is charged with killing more ducks than the law allows in one day. Which leads to the surmise that if he had campaigned with a shotgun he might have made a killing.

Taft and Cannon are reconciled. Now let the National Olympic make friends with the Halifax platform and peace-and-plum pudding be the motto of the Christmas-tide.

Mr. Rochester says Canadians should perpetrate the Sabbath. If Canadians respect the Sabbath as they ought to, they will cooperate with the perpetration.

A British official declares the idea of a widespread native uprising in India "is absurd." That is precisely what a few hundred officials said fifty years ago. A few months later their skulls were grinning from the walls of Delhi.

The Ontario Railway Commission has decided that the Toronto Street Railway company may lay tracks on whatever streets it pleases, Toronto has been called Hogtown, but the franchise given the Street Railway Co. does not seem to display the appropriate qualities.

The Moral and Social Reform Council class British Columbia, New Ontario and Nova Scotia with the Yukon as needing stricter enforcement of laws against immorality. The Council will now become the recipient of well-earned bouquets from such stalwart parties as the Toronto News and the Vancouver Province.

Britain, France, Russia and Italy are said to be exchanging notes about Austria's excessive armament, which Von Bulow has hinted that a conference is better than a conflict. One can't fight with a sword, each likely to be dispersed after dropping nothing more damaging than a few bucketsful of printer's ink.

UNANIMOUS. Toronto's Telegraph-Conservative journal affirms that R. L. Borden as leader of the Opposition is the right man. Liberal journals agree that R. L. Borden as leader of the Opposition is in the right place.

THE LESSON OF THE "GLOBE." Regina Leader.—The Fernie District Ledger says that "The Globe Fire Assurance Company seems to have been born in insolvency and to have remained in that state."

In view of the deplorable state of affairs disclosed by the collapse of this counterfeit insurance company Armstrong Dean, it may be asked whether there are not possibly other companies patterned after the Globe which are at the present time entering into contracts and assuming liabilities which in the case of certain eventualities they could not possibly meet.

The Leader is creditably informed of one such doing business in Saskatchewan today, which on a paid-up cash capital of \$3,000 has assumed liabilities of \$3,000,000. It needs no great business acumen to figure out the position of a company so situated in the event of a large conflagration affecting property in which it was interested. With practically no reserve fund, with no deposit held with the government, the company would collapse just as the Globe has done.

TO PROPERLY PROTECT policy holders no company should be permitted to go into the insurance business that is not prepared to deposit a substantial sum with the government, which deposit might well be automatically increased as the liabilities assumed increase. Only by such a system of guarantee can a soundly conducted fire insurance company be maintained. The Globe Fire was incorporated by pursuing the confidence game which was characteristic of the operations of that ill-fated concern.

SOMETHING ROTTEN SOMEWHERE. Regina Leader.—The collapse of the Globe Fire Assurance Company, with liabilities of over \$3,000,000 and assets less than \$10,000, would seem to show the urgent necessity for the passing of the most stringent insurance legislation in Saskatchewan.

The insolvent company, for the wind-up of which an application is now before the Superior Court, was incorporated under a special charter some two years ago. On the strength of stock

to have been subscribed, some \$3,000 has been paid up. To meet the losses incurred by the company in the Fernie fire, \$30,000 was advanced, but whatever the total assets of the company apparently consisting of \$7,500 re-insurance and the amount due from outstanding premiums and office furniture, probably between \$300 and \$500.

It should hardly be possible for such companies as the Globe to exist and four for business with this sanction a charter granted by the Provincial Legislature shows very forcibly the need for radical legislation.

CHRISTMAS GREETINGS. "I'll be home at Christmas, mother. Quite a man you'll see; Red Deer and Bow River, mother. Then you'll have your Christmas, mother."

As it was of old. "I'll be home at Christmas, mother. Looking well with lots of gold. Then you'll have your Christmas, mother. Deserving you so long; But I'll be home again, mother. When I come home again, mother. You'll greet me with a cheer, For I've seen none like you, mother. Throughout the waning year."

24 YEARS AGO TODAY Taken From the Files of the Edmonton Bulletin, Saturday, December 13, 1908. While fish eight cents a piece in town. Threshing is not finished yet. Red Deer and Bow River still open, and flow river. Getting on the Edmonton school district. Steps are being taken to have a school district erected at Fort Saskatchewan. No loss will be taken out of the year for either of the Edmonton saw mills. A second skating rink is to be cleared on the river near the lower mill. An assistant agent for the land office here is expected by next mail. School, which has been closed for the past two weeks will reopen on Monday. Timber is on the ground for a new bridge across the Sturgeon at Kelly Brothers' farm. It is said there are eighty timber hills on each side of the river above Edmonton. J. A. McDougall & Co. have purchased 400 sacks of native flour from the river near the lower mill. Stewart & Macpherson, this week sold a pair of Fraser avenue, and more to Thomas Stewart for \$100. W. Wilson, dental surgeon, who arrived on Monday last with D. Macpherson, is expected to leave the city in a month in Dr. Munro's residence. The average cost of the oxen purchased for the R.D. in this section was \$1.00. Two hundred dollars a year was the highest price paid. Reported that two school districts are to be created on the St. Albert settlement and one on the St. Albert road. There is a school already established. Telegraph line went down on Thursday about thirty miles this side of the river. It was broken on Friday afternoon. It was out by Inverness. Latimer and K. Pong have taken the contract to bring in the boiler for the gold mining company as soon as sufficient snow comes for the winter. Two four-horse and two six-horse teams belonging to Ad. Macpherson have been sent to the river with loads of green apples, fresh groceries, whisky and other Christmas groceries. Owing to the slippery conditions on the hills on each side of the river, the freight arriving by Macpherson's carts had to be brought across in both directions. The freight was chiefly for Brown and Curry, Ross and the St. Albert telephone line. The town is now fully supplied with winter fuel of kind of all kinds. Although our population has increased, it does not take so much to stock the place as when money was more plentiful. Only one train a week each way between Winnipeg and Calgary. A statement of the condition of the various contracts follows:—From Moncton fifty miles west, under contract to the Grand Trunk Pacific, 200 miles, and some rails laid down; next section west, John McManus, eight miles, good progress; next section, Grand Trunk Pacific, two contracts, one of forty and the other of sixty-seven miles, much grading done; next section, Willard Contract Company, 3 1/2 miles, well advanced toward completion; next section, Lyons and White, 62 miles to New Brunswick-Quebec bridge, work well advanced over the whole contract; M.P. & T. J. Davis, from the St. Lawrence 50 miles west, good progress and some rails laid; Macdonald & O'Brien, 100 miles, good progress and some rails laid; Grand Trunk Pacific, 45 miles, to Weymouth-facile, good progress; Macdonald & O'Brien, 221 miles, rails being put and supplies taken in; Grand Trunk Pacific, 150 miles, to a point eight miles west of the Athlitz River, preliminary work on the completion of the various contracts follows:—From Moncton fifty miles west, under contract to the Grand Trunk Pacific, 200 miles, and some rails laid down; next section west, John McManus, eight miles, good progress; next section, Grand Trunk Pacific, two contracts, one of forty and the other of sixty-seven miles, much grading done; next section, Willard Contract Company, 3 1/2 miles, well advanced toward completion; next section, Lyons and White, 62 miles to New Brunswick-Quebec bridge, work well advanced over the whole contract; M.P. & T. J. Davis, from the St. Lawrence 50 miles west, good progress and some rails laid; Macdonald & O'Brien, 100 miles, good progress and some rails laid; Grand Trunk Pacific, 45 miles, to Weymouth-facile, good progress; Macdonald & O'Brien, 221 miles, rails being put and supplies taken in; Grand Trunk Pacific, 150 miles, to a point eight miles west of the Athlitz River, preliminary work on the completion of the various contracts follows:—From Moncton fifty miles west, under contract to the Grand Trunk Pacific, 200 miles, and some rails laid down; next section west, John McManus, eight miles, good progress; next section, Grand Trunk Pacific, two contracts, one of forty and the other of sixty-seven miles, much grading done; next section, Willard Contract Company, 3 1/2 miles, well advanced toward completion; next section, Lyons and White, 62 miles to New Brunswick-Quebec bridge, work well advanced over the whole contract; M.P. & T. J. Davis, from the St. Lawrence 50 miles west, good progress and some rails laid; Macdonald & O'Brien, 100 miles, good progress and some rails laid; Grand Trunk Pacific, 45 miles, to Weymouth-facile, good progress; Macdonald & O'Brien, 221 miles, rails being put and supplies taken in; Grand Trunk Pacific, 150 miles, to a point eight miles west of the Athlitz River, preliminary work on the completion of the various contracts follows:—From Moncton fifty miles west, under contract to the Grand Trunk Pacific, 200 miles, and some rails laid down; next section west, John McManus, eight miles, good progress; next section, Grand Trunk Pacific, two contracts, one of forty and the other of sixty-seven miles, much grading done; next section, Willard Contract Company, 3 1/2 miles, well advanced toward completion; next section, Lyons and White, 62 miles to New Brunswick-Quebec bridge, work well advanced over the whole contract; M.P. & T. J. Davis, from the St. Lawrence 50 miles west, good progress and some rails laid; Macdonald & O'Brien, 100 miles, good progress and some rails laid; Grand Trunk Pacific, 45 miles, to Weymouth-facile, good progress; Macdonald & O'Brien, 221 miles, rails being put and supplies taken in; Grand Trunk Pacific, 150 miles, to a point eight miles west of the Athlitz River, preliminary work on the completion of the various contracts follows:—From Moncton fifty miles west, under contract to the Grand Trunk Pacific, 200 miles, and some rails laid down; next section west, John McManus, eight miles, good progress; next section, Grand Trunk Pacific, two contracts, one of forty and the other of sixty-seven miles, much grading done; next section, Willard Contract Company, 3 1/2 miles, well advanced toward completion; next section, Lyons and White, 62 miles to New Brunswick-Quebec bridge, work well advanced over the whole contract; M.P. & T. J. Davis, from the St. Lawrence 50 miles west, good progress and some rails laid; Macdonald & O'Brien, 100 miles, good progress and some rails laid; Grand Trunk Pacific, 45 miles, to Weymouth-facile, good progress; Macdonald & O'Brien, 221 miles, rails being put and supplies taken in; Grand Trunk Pacific, 150 miles, to a point eight miles west of the Athlitz River, preliminary work on the completion of the various contracts follows:—From Moncton fifty miles west, under contract to the Grand Trunk Pacific, 200 miles, and some rails laid down; next section west, John McManus, eight miles, good progress; next section, Grand Trunk Pacific, two contracts, one of forty and the other of sixty-seven miles, much grading done; next section, Willard Contract Company, 3 1/2 miles, well advanced toward completion; next section, Lyons and White, 62 miles to New Brunswick-Quebec bridge, work well advanced over the whole contract; M.P. & T. J. Davis, from the St. Lawrence 50 miles west, good progress and some rails laid; Macdonald & O'Brien, 100 miles, good progress and some rails laid; Grand Trunk Pacific, 45 miles, to Weymouth-facile, good progress; Macdonald & O'Brien, 221 miles, rails being put and supplies taken in; Grand Trunk Pacific, 150 miles, to a point eight miles west of the Athlitz River, preliminary work on the completion of the various contracts follows:—From Moncton fifty miles west, under contract to the Grand Trunk Pacific, 200 miles, and some rails laid down; next section west, John McManus, eight miles, good progress; next section, Grand Trunk Pacific, two contracts, one of forty and the other of sixty-seven miles, much grading done; next section, Willard Contract Company, 3 1/2 miles, well advanced toward completion; next section, Lyons and White, 62 miles to New Brunswick-Quebec bridge, work well advanced over the whole contract; M.P. & T. J. Davis, from the St. Lawrence 50 miles west, good progress and some rails laid; Macdonald & O'Brien, 100 miles, good progress and some rails laid; Grand Trunk Pacific, 45 miles, to Weymouth-facile, good progress; Macdonald & O'Brien, 221 miles, rails being put and supplies taken in; Grand Trunk Pacific, 150 miles, to a point eight miles west of the Athlitz River, preliminary work on the completion of the various contracts follows:—From Moncton fifty miles west, under contract to the Grand Trunk Pacific, 200 miles, and some rails laid down; next section west, John McManus, eight miles, good progress; next section, Grand Trunk Pacific, two contracts, one of forty and the other of sixty-seven miles, much grading done; next section, Willard Contract Company, 3 1/2 miles, well advanced toward completion; next section, Lyons and White, 62 miles to New Brunswick-Quebec bridge, work well advanced over the whole contract; M.P. & T. J. Davis, from the St. Lawrence 50 miles west, good progress and some rails laid; Macdonald & O'Brien, 100 miles, good progress and some rails laid; Grand Trunk Pacific, 45 miles, to Weymouth-facile, good progress; Macdonald & O'Brien, 221 miles, rails being put and supplies taken in; Grand Trunk Pacific, 150 miles, to a point eight miles west of the Athlitz River, preliminary work on the completion of the various contracts follows:—From Moncton fifty miles west, under contract to the Grand Trunk Pacific, 200 miles, and some rails laid down; next section west, John McManus, eight miles, good progress; next section, Grand Trunk Pacific, two contracts, one of forty and the other of sixty-seven miles, much grading done; next section, Willard Contract Company, 3 1/2 miles, well advanced toward completion; next section, Lyons and White, 62 miles to New Brunswick-Quebec bridge, work well advanced over the whole contract; M.P. & T. J. Davis, from the St. Lawrence 50 miles west, good progress and some rails laid; Macdonald & O'Brien, 100 miles, good progress and some rails laid; Grand Trunk Pacific, 45 miles, to Weymouth-facile, good progress; Macdonald & O'Brien, 221 miles, rails being put and supplies taken in; Grand Trunk Pacific, 150 miles, to a point eight miles west of the Athlitz River, preliminary work on the completion of the various contracts follows:—From Moncton fifty miles west, under contract to the Grand Trunk Pacific, 200 miles, and some rails laid down; next section west, John McManus, eight miles, good progress; next section, Grand Trunk Pacific, two contracts, one of forty and the other of sixty-seven miles, much grading done; next section, Willard Contract Company, 3 1/2 miles, well advanced toward completion; next section, Lyons and White, 62 miles to New Brunswick-Quebec bridge, work well advanced over the whole contract; M.P. & T. J. Davis, from the St. Lawrence 50 miles west, good progress and some rails laid; Macdonald & O'Brien, 100 miles, good progress and some rails laid; Grand Trunk Pacific, 45 miles, to Weymouth-facile, good progress; Macdonald & O'Brien, 221 miles, rails being put and supplies taken in; Grand Trunk Pacific, 150 miles, to a point eight miles west of the Athlitz River, preliminary work on the completion of the various contracts follows:—From Moncton fifty miles west, under contract to the Grand Trunk Pacific, 200 miles, and some rails laid down; next section west, John McManus, eight miles, good progress; next section, Grand Trunk Pacific, two contracts, one of forty and the other of sixty-seven miles, much grading done; next section, Willard Contract Company, 3 1/2 miles, well advanced toward completion; next section, Lyons and White, 62 miles to New Brunswick-Quebec bridge, work well advanced over the whole contract; M.P. & T. J. Davis, from the St. Lawrence 50 miles west, good progress and some rails laid; Macdonald & O'Brien, 100 miles, good progress and some rails laid; Grand Trunk Pacific, 45 miles, to Weymouth-facile, good progress; Macdonald & O'Brien, 221 miles, rails being put and supplies taken in; Grand Trunk Pacific, 150 miles, to a point eight miles west of the Athlitz River, preliminary work on the completion of the various contracts follows:—From Moncton fifty miles west, under contract to the Grand Trunk Pacific, 200 miles, and some rails laid down; next section west, John McManus, eight miles, good progress; next section, Grand Trunk Pacific, two contracts, one of forty and the other of sixty-seven miles, much grading done; next section, Willard Contract Company, 3 1/2 miles, well advanced toward completion; next section, Lyons and White, 62 miles to New Brunswick-Quebec bridge, work well advanced over the whole contract; M.P. & T. J. Davis, from the St. Lawrence 50 miles west, good progress and some rails laid; Macdonald & O'Brien, 100 miles, good progress and some rails laid; Grand Trunk Pacific, 45 miles, to Weymouth-facile, good progress; Macdonald & O'Brien, 221 miles, rails being put and supplies taken in; Grand Trunk Pacific, 150 miles, to a point eight miles west of the Athlitz River, preliminary work on the completion of the various contracts follows:—From Moncton fifty miles west, under contract to the Grand Trunk Pacific, 200 miles, and some rails laid down; next section west, John McManus, eight miles, good progress; next section, Grand Trunk Pacific, two contracts, one of forty and the other of sixty-seven miles, much grading done; next section, Willard Contract Company, 3 1/2 miles, well advanced toward completion; next section, Lyons and White, 62 miles to New Brunswick-Quebec bridge, work well advanced over the whole contract; M.P. & T. J. Davis, from the St. Lawrence 50 miles west, good progress and some rails laid; Macdonald & O'Brien, 100 miles, good progress and some rails laid; Grand Trunk Pacific, 45 miles, to Weymouth-facile, good progress; Macdonald & O'Brien, 221 miles, rails being put and supplies taken in; Grand Trunk Pacific, 150 miles, to a point eight miles west of the Athlitz River, preliminary work on the completion of the various contracts follows:—From Moncton fifty miles west, under contract to the Grand Trunk Pacific, 200 miles, and some rails laid down; next section west, John McManus, eight miles, good progress; next section, Grand Trunk Pacific, two contracts, one of forty and the other of sixty-seven miles, much grading done; next section, Willard Contract Company, 3 1/2 miles, well advanced toward completion; next section, Lyons and White, 62 miles to New Brunswick-Quebec bridge, work well advanced over the whole contract; M.P. & T. J. Davis, from the St. Lawrence 50 miles west, good progress and some rails laid; Macdonald & O'Brien, 100 miles, good progress and some rails laid; Grand Trunk Pacific, 45 miles, to Weymouth-facile, good progress; Macdonald & O'Brien, 221 miles, rails being put and supplies taken in; Grand Trunk Pacific, 150 miles, to a point eight miles west of the Athlitz River, preliminary work on the completion of the various contracts follows:—From Moncton fifty miles west, under contract to the Grand Trunk Pacific, 200 miles, and some rails laid down; next section west, John McManus, eight miles, good progress; next section, Grand Trunk Pacific, two contracts, one of forty and the other of sixty-seven miles, much grading done; next section, Willard Contract Company, 3 1/2 miles, well advanced toward completion; next section, Lyons and White, 62 miles to New Brunswick-Quebec bridge, work well advanced over the whole contract; M.P. & T. J. Davis, from the St. Lawrence 50 miles west, good progress and some rails laid; Macdonald & O'Brien, 100 miles, good progress and some rails laid; Grand Trunk Pacific, 45 miles, to Weymouth-facile, good progress; Macdonald & O'Brien, 221 miles, rails being put and supplies taken in; Grand Trunk Pacific, 150 miles, to a point eight miles west of the Athlitz River, preliminary work on the completion of the various contracts follows:—From Moncton fifty miles west, under contract to the Grand Trunk Pacific, 200 miles, and some rails laid down; next section west, John McManus, eight miles, good progress; next section, Grand Trunk Pacific, two contracts, one of forty and the other of sixty-seven miles, much grading done; next section, Willard Contract Company, 3 1/2 miles, well advanced toward completion; next section, Lyons and White, 62 miles to New Brunswick-Quebec bridge, work well advanced over the whole contract; M.P. & T. J. Davis, from the St. Lawrence 50 miles west, good progress and some rails laid; Macdonald & O'Brien, 100 miles, good progress and some rails laid; Grand Trunk Pacific, 45 miles, to Weymouth-facile, good progress; Macdonald & O'Brien, 221 miles, rails being put and supplies taken in; Grand Trunk Pacific, 150 miles, to a point eight miles west of the Athlitz River, preliminary work on the completion of the various contracts follows:—From Moncton fifty miles west, under contract to the Grand Trunk Pacific, 200 miles, and some rails laid down; next section west, John McManus, eight miles, good progress; next section, Grand Trunk Pacific, two contracts, one of forty and the other of sixty-seven miles, much grading done; next section, Willard Contract Company, 3 1/2 miles, well advanced toward completion; next section, Lyons and White, 62 miles to New Brunswick-Quebec bridge, work well advanced over the whole contract; M.P. & T. J. Davis, from the St. Lawrence 50 miles west, good progress and some rails laid; Macdonald & O'Brien, 100 miles, good progress and some rails laid; Grand Trunk Pacific, 45 miles, to Weymouth-facile, good progress; Macdonald & O'Brien, 221 miles, rails being put and supplies taken in; Grand Trunk Pacific, 150 miles, to a point eight miles west of the Athlitz River, preliminary work on the completion of the various contracts follows:—From Moncton fifty miles west, under contract to the Grand Trunk Pacific, 200 miles, and some rails laid down; next section west, John McManus, eight miles, good progress; next section, Grand Trunk Pacific, two contracts, one of forty and the other of sixty-seven miles, much grading done; next section, Willard Contract Company, 3 1/2 miles, well advanced toward completion; next section, Lyons and White, 62 miles to New Brunswick-Quebec bridge, work well advanced over the whole contract; M.P. & T. J. Davis, from the St. Lawrence 50 miles west, good progress and some rails laid; Macdonald & O'Brien, 100 miles, good progress and some rails laid; Grand Trunk Pacific, 45 miles, to Weymouth-facile, good progress; Macdonald & O'Brien, 221 miles, rails being put and supplies taken in; Grand Trunk Pacific, 150 miles, to a point eight miles west of the Athlitz River, preliminary work on the completion of the various contracts follows:—From Moncton fifty miles west, under contract to the Grand Trunk Pacific, 200 miles, and some rails laid down; next section west, John McManus, eight miles, good progress; next section, Grand Trunk Pacific, two contracts, one of forty and the other of sixty-seven miles, much grading done; next section, Willard Contract Company, 3 1/2 miles, well advanced toward completion; next section, Lyons and White, 62 miles to New Brunswick-Quebec bridge, work well advanced over the whole contract; M.P. & T. J. Davis, from the St. Lawrence 50 miles west, good progress and some rails laid; Macdonald & O'Brien, 100 miles, good progress and some rails laid; Grand Trunk Pacific, 45 miles, to Weymouth-facile, good progress; Macdonald & O'Brien, 221 miles, rails being put and supplies taken in; Grand Trunk Pacific, 150 miles, to a point eight miles west of the Athlitz River, preliminary work on the completion of the various contracts follows:—From Moncton fifty miles west, under contract to the Grand Trunk Pacific, 200 miles, and some rails laid down; next section west, John McManus, eight miles, good progress; next section, Grand Trunk Pacific, two contracts, one of forty and the other of sixty-seven miles, much grading done; next section, Willard Contract Company, 3 1/2 miles, well advanced toward completion; next section, Lyons and White, 62 miles to New Brunswick-Quebec bridge, work well advanced over the whole contract; M.P. & T. J. Davis, from the St. Lawrence 50 miles west, good progress and some rails laid; Macdonald & O'Brien, 100 miles, good progress and some rails laid; Grand Trunk Pacific, 45 miles, to Weymouth-facile, good progress; Macdonald & O'Brien, 221 miles, rails being put and supplies taken in; Grand Trunk Pacific, 150 miles, to a point eight miles west of the Athlitz River, preliminary work on the completion of the various contracts follows:—From Moncton fifty miles west, under contract to the Grand Trunk Pacific, 200 miles, and some rails laid down; next section west, John McManus, eight miles, good progress; next section, Grand Trunk Pacific, two contracts, one of forty and the other of sixty-seven miles, much grading done; next section, Willard Contract Company, 3 1/2 miles, well advanced toward completion; next section, Lyons and White, 62 miles to New Brunswick-Quebec bridge, work well advanced over the whole contract; M.P. & T. J. Davis, from the St. Lawrence 50 miles west, good progress and some rails laid; Mac

OFFERS TEN COMPENSATION

Even Austrian Ambassadors... Offer to Inadequate for An-Bosnia and Herzegovina

Dec. 14—Following... to re-open negotiations regarding the annexation of Herzegovina

ESS IN TORONTO.

Any Other City in Mr. Wright Says.

11.—"There is more Toronto than in any other city," was the statement of Mr. A. W. Wright, secretary of the Citizens' committee, at a meeting held last night.

AGAINST SWIFT.

War Imminent for Canadian Business.

13—A struggle between the two big banks of Central and Western Canada is being waged in a mysterious conference.

MAN ARRESTED.

Lock-up For Preach-Anarchy.

Dec. 14—Emma anarchist, is in jail for preaching anarchy. She was arrested because of the lack of funds to explain the goldman left the hall.

ERS OF QUEEN.

ent to the Public- further Letters of Victoria.

14—The statement of Queen Victoria has aroused much interest in the book world. The King is willing to select to be the coronation gift.

ERS OF QUEEN.

ent to the Public- further Letters of Victoria.

14—The statement of Queen Victoria has aroused much interest in the book world. The King is willing to select to be the coronation gift.

ERS OF QUEEN.

ent to the Public- further Letters of Victoria.

13—At the annual Dominion Commercial convention, held in Toronto, the question of admitting membership was discussed.

LAYMEN'S CONGRESS TO BE HELD IN TORONTO

Over 4,000 Representatives of the Missionary Movement to Hold Five-Day Session in Toronto in March and April of Next Year—To Outline the World's Missionary Campaign.

Toronto, Dec. 10.—The National Laymen's congress, the most important gathering yet held in any place in the world in connection with the Laymen's Missionary movement, will be held in Massey Hall on March 31, continuing on April 1, 2, 3 and 4.

The object of the gathering, which will be interdenominational, is the adoption of a national missionary policy and the reception and discussion of reports from all centres that have adopted a missionary policy.

CONSTITUTION PROMISED.

Edict Confirms Pledge of Late Emperor of China.

Tekin, Dec. 10.—An important decree was issued today reaffirming the promise made by the late Dowager Empress regarding the education of a parliament and the proclamation of a constitution.

Belleville City Hall Is Gutted.

Belleville, Ont., Dec. 10.—The city hall last evening had a narrow escape from destruction by fire. The blaze originated from the furnace and spread to the roof.

Moral Reform to Take Plebiscite.

Toronto, Dec. 9.—The Moral Reform Council of Canada today decided to take a plebiscite of provincial councils on the advisability of supporting a movement for direct legislation by the initiative and referendum.

WHITE HOUSE'S UNUSUAL GUEST

Former Train Robber Pays Compliments to President.

Washington, Dec. 10.—A man who served time as a train robber has joined the list of unusual guests at the White House, which includes Japanese wrestlers, wolf strangers, and leaders of nearly every other line of strenuous endeavor.

Wildcatting in Cobalt.

Toronto, Dec. 10.—Provincial Secretary Hon. W. J. Hanna has summoned officials and directors of the Minnisha Mining company of Artoona to show the cause why their licence for Ontario should not be cancelled for violation of the companies' act.

A Voluntary Arbitration.

Ottawa, Dec. 9.—The department of labor has notified that the employees of the John Ritchie Company of Quebec, one of the largest concerns in the boot and shoe trade in that city, have voluntarily agreed to submit their differences with the company to a board to be constituted under the Lemieux act.

Election Protests in N.B. Dropped.

St. John, Dec. 10.—It is understood that a Conservative caucus last night which included the leading members of the legislature and Fowler, Daniels and Crockett, it was decided to drop all the election protests.

JUDGMENT IN RED DEER LAND CASE

Paris, Dec. 9.—Widespread approval follows yesterday's parliamentary decision to maintain the death penalty.

Toronto, Dec. 10.—Judgment by Justice Teetzel in the case of the Saskatchewan Land Homestead Co. vs. Mary Elizabeth Leadley, Percy Leadley, John T. Moore and Annie A. Moore, is only partially in favor of the land company.

INDIAN CLAIMED QUARRY.

Beau Island, Man., Dec. 10.—A serious shooting affray occurred here on the 3rd of December. A nephew of Premier Roblin, Alfred Demill, shot a deer and was bleeding it when an Indian stepped forward and claimed the quarry.

Famous Sculptor Ill.

Paris, Dec. 12.—Auguste Rodin, the sculptor, is ill at his home and has been unable to go to his studio. The Whistler monument is unfinished and several other big pieces of work need many more touches before they can leave his studio.

Castro May Visit Germany.

Berlin, Dec. 12.—The German government learned officially that President Castro of Venezuela is coming privately to Berlin in order to have an operation performed. It is understood the government will not raise any objections.

FRANCE APPROVES GUILLOTINE.

Decision to Revert to Capital Punishment Approved.

Paris, Dec. 9.—Widespread approval follows yesterday's parliamentary decision to maintain the death penalty. For two years, during which time it has become known that President Fallieres has made up his mind not to allow any guillotining during his administration, there has been a series of murders, so extensive that, according to statements made by the prefecture of police, there has been nothing to compare with it in the annals of French crime.

Government Inspection.

"The grain trade," said Mr. Boyle, "is hedged about by government regulations more than any other trade in Canada. These prevent a monopolizing of business on the part of individuals or companies."

Edmonton Grain Exchange.

"The men who organize a grain exchange in Edmonton," added Mr. Boyle, "will soon get good men for their seats."

Omaha, Neb., Dec. 10.—The jury in the case of Charles Davis, charged with the murder of Dr. Frederick Rustin, today returned a verdict of not guilty.

ALBERTA WILL SHIP GRAIN VIA PACIFIC

J. R. Boyle, M.P.P., Delivers Address Before Canadian Club on the Grain Trade of Canada—Addresses British with Facts—Points to Pacific as Natural Outlet.

"The Grain Trade of Canada" was the subject of a very interesting and instructive address delivered by J. R. Boyle, M.P.P., for Sturgeon, before the Canadian Club at the Yale Hotel on Monday.

The feature of the address was the tracing of the car load of grain from Edmonton through the Winnipeg Grain Exchange, through the terminal elevators at Fort William and on the long voyage across the Atlantic to the Liverpool Corn Exchange.

Government Inspection.

"The grain trade," said Mr. Boyle, "is hedged about by government regulations more than any other trade in Canada. These prevent a monopolizing of business on the part of individuals or companies."

Edmonton Grain Exchange.

"The men who organize a grain exchange in Edmonton," added Mr. Boyle, "will soon get good men for their seats."

Omaha, Neb., Dec. 10.—The jury in the case of Charles Davis, charged with the murder of Dr. Frederick Rustin, today returned a verdict of not guilty.

CANADA CAN BE VERY FAVORABLY CONTRASTED WITH THE UNITED STATES.

In Canada the inspecting of grades and weights is done under the Dominion government officials, and when once passed on is not further tested.

The importance of financial assistance in moving the crop was also touched on by Mr. Boyle. He pointed out that millions of dollars are necessary, and that the banks of Canada have actually advanced the greater portion of it.

Money Moves the Crop.

The importance of financial assistance in moving the crop was also touched on by Mr. Boyle. He pointed out that millions of dollars are necessary, and that the banks of Canada have actually advanced the greater portion of it.

Government Inspection.

"The grain trade," said Mr. Boyle, "is hedged about by government regulations more than any other trade in Canada. These prevent a monopolizing of business on the part of individuals or companies."

Edmonton Grain Exchange.

"The men who organize a grain exchange in Edmonton," added Mr. Boyle, "will soon get good men for their seats."

Omaha, Neb., Dec. 10.—The jury in the case of Charles Davis, charged with the murder of Dr. Frederick Rustin, today returned a verdict of not guilty.

PRESIDENT CASTRO WILL NOT TARRY IN FRANCE

The Chief Executive of Venezuela is Not a Welcome Visitor—He Will Be Accompanied to the Country to Which He Desires to Go—French Press Says He is Turning Away.

Bordeaux, France, Dec. 10.—President Castro, of Venezuela, landed here today from the steamer Guadeloupe and will proceed direct to Berlin.

Protest in Stated Withdrawn.

Costa Rica, Que., Dec. 10.—P. T. Thomas, the petitioner against the election of Lovell in Stated had withdrawn his protest.

Tablets, are said by druggists to have four special specific advantages over all other remedies for a cold.

Tablets, are said by druggists to have four special specific advantages over all other remedies for a cold. First—they contain no Quinine, nothing harsh or sickening. Second—the give almost instant relief. Third—they are pleasant to the taste, like candy. Fourth—a large box—48 Preventives—at 25 cents. Also fine for feverish children. Sold by all dealers.

Advertisement for Good Cheer Ranges. Features include Utility, Durability, Appearance, and The Price. Includes an image of a range and the Ross Brothers, Limited logo.

THREE AND TWO OTHERS

Man of Good Family, Lost... Will Leture, a noted... and Revenged Him...

Penm., Dec. 11.—Firing... a thirty-eight... Will Leture, a noted...

When captured later... and to talk, but it is... money gambling early...

CLASSIFICATION

Adjustment Will Be Done... This Account.

10.—The present indica... will be some time before... is classified under the...

FOR REPAIRS

11.—Fleet Cruise of the... Will Be Expensive.

D.C., Dec. 10.—An... of the battleship fleet... will cost this govern...

Union is Difficult

10.—The fourth... will adjourn without... of the President...

Senders of Them

10.—Tegah Singh, who... has granted the federal... of sending them to...

Close Out Our Meat

10.—Lord Carrington... made on behalf of... of agriculture to...

Straits Navigation Closed

11.—Navigation of... straits is closed... in the Strait of...

Reduced, to the same

Salt is actually... inferior imported... is being sold...

Windsor Salt

Windsor salt... is being sold... is actually inferior...

Windsor Salt

Windsor salt... is being sold... is actually inferior...

Windsor Salt

Windsor salt... is being sold... is actually inferior...

Windsor Salt

Windsor salt... is being sold... is actually inferior...

Windsor Salt

Windsor salt... is being sold... is actually inferior...

Windsor Salt

Windsor salt... is being sold... is actually inferior...

WITH THE FARMERS

NATIONAL FEDERATION OF FARMERS

The Dominion Grange is the leading farmers' organization in Canada today. On behalf of the farmers of the Dominion it stands (1) for an extension of the British presence, (2) for a gradual reduction of the tariff to a revenue basis, (3) for the equalization of taxation as between railway and farm property, (4) for the abolition of the system of granting bounties and subsidies to manufacturers, (5) and for an official investigation into the charges of maintaining trade combinations and of the withdrawal of protection where these are found to exist.

There seems to be a feeling among the farmers of the western provinces for a national organization. The agricultural society at Grenfell, Sask., some time ago sent a communication to the Dominion Grange, in which the proposition was made for a national federation of the various farm organizations in Canada. With a view to promoting the scheme in mind an invitation was sent from the Grange to western agricultural organizations to send delegates to the Grange convention held in the Grange Hotel in November. A. H. Gibbard, secretary of the Grenfell society, in acknowledging the invitation, said the West was ready for organization. The hope was expressed that the Grange would arrange to extend its work to the western provinces and the arrangement was made that if this is not done in the provinces beyond the Great Lakes, some other organization will take the field. R. McKenzie, responding on behalf of the Manitoba Grain Growers' association, said he was in full accord with the idea of forming a national federation.

It may not be long before western farmers will be in the foremost ranks with those who are fighting the cause of the Canadian farmer before the Federal parliament and throughout the Dominion.

FOOT AND MOUTH DISEASE

The filthy and loathsome disease which is known as the foot and mouth disease, and which once again is rampant in several localities in the United States, as well as in Germany, has been described as a most acute and contagious fever affecting pigs, sheep, swine, and, it is said, horses, and even mankind. While not, under any circumstances, of a very highly fatal character in itself, it is still a source of great loss, all animals becoming very thin and emaciated, and the disease, if it is not cured, will go off their milk.

COMMERCIAL MARKETS

Winnipeg, Dec. 13.—The market was erratic with a fairly wide range of fluctuation and showed a slight gain in price, and at the close advanced, all Winnipeg options being up 1/2. Chicago was up 1/2, and Minneapolis, 1/2. All British and continental cables were lower and there was nothing new in the gossip. The stocks at Fort William showed a decrease of over 4,000,000 for the week. Winnipeg cash week—No. 1 Northern 97 1/2; No. 2 Northern 94 1/2; No. 3 Northern 92 1/2; No. 4, 90 1/2; No. 5, 88 1/2; No. 6, 87 1/2; No. 7, 86 1/2; No. 8, 85 1/2; No. 9, 84 1/2; No. 10, 83 1/2; No. 11, 82 1/2; No. 12, 81 1/2; No. 13, 80 1/2; No. 14, 79 1/2; No. 15, 78 1/2; No. 16, 77 1/2; No. 17, 76 1/2; No. 18, 75 1/2; No. 19, 74 1/2; No. 20, 73 1/2; No. 21, 72 1/2; No. 22, 71 1/2; No. 23, 70 1/2; No. 24, 69 1/2; No. 25, 68 1/2; No. 26, 67 1/2; No. 27, 66 1/2; No. 28, 65 1/2; No. 29, 64 1/2; No. 30, 63 1/2; No. 31, 62 1/2; No. 32, 61 1/2; No. 33, 60 1/2; No. 34, 59 1/2; No. 35, 58 1/2; No. 36, 57 1/2; No. 37, 56 1/2; No. 38, 55 1/2; No. 39, 54 1/2; No. 40, 53 1/2; No. 41, 52 1/2; No. 42, 51 1/2; No. 43, 50 1/2; No. 44, 49 1/2; No. 45, 48 1/2; No. 46, 47 1/2; No. 47, 46 1/2; No. 48, 45 1/2; No. 49, 44 1/2; No. 50, 43 1/2; No. 51, 42 1/2; No. 52, 41 1/2; No. 53, 40 1/2; No. 54, 39 1/2; No. 55, 38 1/2; No. 56, 37 1/2; No. 57, 36 1/2; No. 58, 35 1/2; No. 59, 34 1/2; No. 60, 33 1/2; No. 61, 32 1/2; No. 62, 31 1/2; No. 63, 30 1/2; No. 64, 29 1/2; No. 65, 28 1/2; No. 66, 27 1/2; No. 67, 26 1/2; No. 68, 25 1/2; No. 69, 24 1/2; No. 70, 23 1/2; No. 71, 22 1/2; No. 72, 21 1/2; No. 73, 20 1/2; No. 74, 19 1/2; No. 75, 18 1/2; No. 76, 17 1/2; No. 77, 16 1/2; No. 78, 15 1/2; No. 79, 14 1/2; No. 80, 13 1/2; No. 81, 12 1/2; No. 82, 11 1/2; No. 83, 10 1/2; No. 84, 9 1/2; No. 85, 8 1/2; No. 86, 7 1/2; No. 87, 6 1/2; No. 88, 5 1/2; No. 89, 4 1/2; No. 90, 3 1/2; No. 91, 2 1/2; No. 92, 1 1/2; No. 93, 1/2; No. 94, 1/4; No. 95, 1/8; No. 96, 1/16; No. 97, 1/32; No. 98, 1/64; No. 99, 1/128; No. 100, 1/256.

CHICAGO GRAIN MARKET

Winnipeg, Dec. 14.—Liverpool opened a shade higher but closed unchanged, and 1/2 lower, the continental markets were mostly a little lower. The U. S. markets opened lower and Saturday's closing prices, but speculative sentiment was weak and prices declined under its influence. Prices were higher today, through the session and the markets were dull. The closing prices were 1/2 to 1 1/2 lower than Saturday. The Winnipeg market followed the U. S. markets and closed 1/2 to 1/4 lower. There is no such thing as a free lunch, and the situation in wheat, but the trade and the market need a rest. They will be active enough again in due time and prices will be higher. Today's prices: No. 1 Northern 97 1/2; No. 2 Northern 94 1/2; No. 3 Northern 92 1/2; No. 4, 90 1/2; No. 5, 88 1/2; No. 6, 87 1/2; No. 7, 86 1/2; No. 8, 85 1/2; No. 9, 84 1/2; No. 10, 83 1/2; No. 11, 82 1/2; No. 12, 81 1/2; No. 13, 80 1/2; No. 14, 79 1/2; No. 15, 78 1/2; No. 16, 77 1/2; No. 17, 76 1/2; No. 18, 75 1/2; No. 19, 74 1/2; No. 20, 73 1/2; No. 21, 72 1/2; No. 22, 71 1/2; No. 23, 70 1/2; No. 24, 69 1/2; No. 25, 68 1/2; No. 26, 67 1/2; No. 27, 66 1/2; No. 28, 65 1/2; No. 29, 64 1/2; No. 30, 63 1/2; No. 31, 62 1/2; No. 32, 61 1/2; No. 33, 60 1/2; No. 34, 59 1/2; No. 35, 58 1/2; No. 36, 57 1/2; No. 37, 56 1/2; No. 38, 55 1/2; No. 39, 54 1/2; No. 40, 53 1/2; No. 41, 52 1/2; No. 42, 51 1/2; No. 43, 50 1/2; No. 44, 49 1/2; No. 45, 48 1/2; No. 46, 47 1/2; No. 47, 46 1/2; No. 48, 45 1/2; No. 49, 44 1/2; No. 50, 43 1/2; No. 51, 42 1/2; No. 52, 41 1/2; No. 53, 40 1/2; No. 54, 39 1/2; No. 55, 38 1/2; No. 56, 37 1/2; No. 57, 36 1/2; No. 58, 35 1/2; No. 59, 34 1/2; No. 60, 33 1/2; No. 61, 32 1/2; No. 62, 31 1/2; No. 63, 30 1/2; No. 64, 29 1/2; No. 65, 28 1/2; No. 66, 27 1/2; No. 67, 26 1/2; No. 68, 25 1/2; No. 69, 24 1/2; No. 70, 23 1/2; No. 71, 22 1/2; No. 72, 21 1/2; No. 73, 20 1/2; No. 74, 19 1/2; No. 75, 18 1/2; No. 76, 17 1/2; No. 77, 16 1/2; No. 78, 15 1/2; No. 79, 14 1/2; No. 80, 13 1/2; No. 81, 12 1/2; No. 82, 11 1/2; No. 83, 10 1/2; No. 84, 9 1/2; No. 85, 8 1/2; No. 86, 7 1/2; No. 87, 6 1/2; No. 88, 5 1/2; No. 89, 4 1/2; No. 90, 3 1/2; No. 91, 2 1/2; No. 92, 1 1/2; No. 93, 1/2; No. 94, 1/4; No. 95, 1/8; No. 96, 1/16; No. 97, 1/32; No. 98, 1/64; No. 99, 1/128; No. 100, 1/256.

CASTRO HAS COST \$30,000

Since He Arrived On French Soil—Everyone is Offended.

Paris, Dec. 13.—The French government by neither expelling President Castro of Venezuela, nor by changing the date of the election, has not tried to offend everybody. Nobody believes that the high official of the government sent to Bordeaux, and does not feel in his mind at the last minute in regard to the demands for an apology and satisfaction because it feared the change in the position in which it would be placed if President Castro refused to accede to or ignored these demands. The official is reported that Spain has intervened with France in behalf of President Castro, but the government has been influenced by King Alfonso and does not feel willing to take a markedly different line from that of Spain.

TEMPLEMAN'S SUCCESSOR

Ralph Smith is a Possibility—Minister of Interior Back in Ottawa.

Ottawa, Dec. 13.—Ralph Smith, P. M., for Naumik, arrived in Ottawa today. His presence in Ottawa has been taken into the cabinet as a possibility of his being taken into the cabinet as a minister of inland revenue.

Clash May Result Of Venezuela

Wilhelmstadt, Curacao, Dec. 11.—The government of the Netherlands has no intention of being negligent in the matter of the blockade of the Venezuelan coast, inaugurated by three of its warships last week. The battleship Jacob Van Heemskerck and the cruiser Gelderland left here today for Venezuela waters. They have been cleared for action. It is believed they will demonstrate off La Guayana. Furthermore, they probably will begin seizing Venezuelan merchant vessels, thus putting a stop to the trade between Venezuela and the coast ports of Venezuela is apt to follow any radical action, because the Government at Caracas has expressed its intention of firing on the Dutch ships at the first "unfriendly act."

Mysterious Deaths in Halifax

Halifax, Dec. 13.—The body of Annie McCullough, aged 35, an employee of a cotton factory in Halifax, was found floating in the harbor on Friday night, when she boarded the C. P. R. steamer land freight at Halifax, taking it all to St. John and sending it back by the Intercolonial railway at an extra cost of about 25 cents per ton.

CASTRO LESS OFFENSIVE

Venezuelan Executive Would Resume Diplomatic Relations—With the Powers.

Paris, Dec. 14.—President Castro, of Venezuela, and his party, left today for Cologne, where they arrived tonight. A consultation of physicians will hold there to determine upon the advisability of an operation on the president. If an operation is found necessary Dr. Israel will probably perform it at Berlin.

SLAUGHTER OF DISEASED CATTLE

Niagara Falls, Ont., Dec. 11.—Suffering from foot and mouth disease, 150 cattle are being destroyed this afternoon on the Jacob Disselcote farm, just outside Niagara Falls, N. Y., one of the largest stock farms in the district. At 4 o'clock last night about fifty head had been killed and the slaughter will continue all day. A trench 125 feet long and ten feet wide has been dug, and the cows are buried as soon as killed, and covered with quicklime.

COMMERCIAL MARKETS

Winnipeg, Dec. 13.—The market was erratic with a fairly wide range of fluctuation and showed a slight gain in price, and at the close advanced, all Winnipeg options being up 1/2. Chicago was up 1/2, and Minneapolis, 1/2. All British and continental cables were lower and there was nothing new in the gossip. The stocks at Fort William showed a decrease of over 4,000,000 for the week. Winnipeg cash week—No. 1 Northern 97 1/2; No. 2 Northern 94 1/2; No. 3 Northern 92 1/2; No. 4, 90 1/2; No. 5, 88 1/2; No. 6, 87 1/2; No. 7, 86 1/2; No. 8, 85 1/2; No. 9, 84 1/2; No. 10, 83 1/2; No. 11, 82 1/2; No. 12, 81 1/2; No. 13, 80 1/2; No. 14, 79 1/2; No. 15, 78 1/2; No. 16, 77 1/2; No. 17, 76 1/2; No. 18, 75 1/2; No. 19, 74 1/2; No. 20, 73 1/2; No. 21, 72 1/2; No. 22, 71 1/2; No. 23, 70 1/2; No. 24, 69 1/2; No. 25, 68 1/2; No. 26, 67 1/2; No. 27, 66 1/2; No. 28, 65 1/2; No. 29, 64 1/2; No. 30, 63 1/2; No. 31, 62 1/2; No. 32, 61 1/2; No. 33, 60 1/2; No. 34, 59 1/2; No. 35, 58 1/2; No. 36, 57 1/2; No. 37, 56 1/2; No. 38, 55 1/2; No. 39, 54 1/2; No. 40, 53 1/2; No. 41, 52 1/2; No. 42, 51 1/2; No. 43, 50 1/2; No. 44, 49 1/2; No. 45, 48 1/2; No. 46, 47 1/2; No. 47, 46 1/2; No. 48, 45 1/2; No. 49, 44 1/2; No. 50, 43 1/2; No. 51, 42 1/2; No. 52, 41 1/2; No. 53, 40 1/2; No. 54, 39 1/2; No. 55, 38 1/2; No. 56, 37 1/2; No. 57, 36 1/2; No. 58, 35 1/2; No. 59, 34 1/2; No. 60, 33 1/2; No. 61, 32 1/2; No. 62, 31 1/2; No. 63, 30 1/2; No. 64, 29 1/2; No. 65, 28 1/2; No. 66, 27 1/2; No. 67, 26 1/2; No. 68, 25 1/2; No. 69, 24 1/2; No. 70, 23 1/2; No. 71, 22 1/2; No. 72, 21 1/2; No. 73, 20 1/2; No. 74, 19 1/2; No. 75, 18 1/2; No. 76, 17 1/2; No. 77, 16 1/2; No. 78, 15 1/2; No. 79, 14 1/2; No. 80, 13 1/2; No. 81, 12 1/2; No. 82, 11 1/2; No. 83, 10 1/2; No. 84, 9 1/2; No. 85, 8 1/2; No. 86, 7 1/2; No. 87, 6 1/2; No. 88, 5 1/2; No. 89, 4 1/2; No. 90, 3 1/2; No. 91, 2 1/2; No. 92, 1 1/2; No. 93, 1/2; No. 94, 1/4; No. 95, 1/8; No. 96, 1/16; No. 97, 1/32; No. 98, 1/64; No. 99, 1/128; No. 100, 1/256.

SATURDAY'S GRAIN MARKET

Winnipeg, Dec. 13.—The market was erratic with a fairly wide range of fluctuation and showed a slight gain in price, and at the close advanced, all Winnipeg options being up 1/2. Chicago was up 1/2, and Minneapolis, 1/2. All British and continental cables were lower and there was nothing new in the gossip. The stocks at Fort William showed a decrease of over 4,000,000 for the week. Winnipeg cash week—No. 1 Northern 97 1/2; No. 2 Northern 94 1/2; No. 3 Northern 92 1/2; No. 4, 90 1/2; No. 5, 88 1/2; No. 6, 87 1/2; No. 7, 86 1/2; No. 8, 85 1/2; No. 9, 84 1/2; No. 10, 83 1/2; No. 11, 82 1/2; No. 12, 81 1/2; No. 13, 80 1/2; No. 14, 79 1/2; No. 15, 78 1/2; No. 16, 77 1/2; No. 17, 76 1/2; No. 18, 75 1/2; No. 19, 74 1/2; No. 20, 73 1/2; No. 21, 72 1/2; No. 22, 71 1/2; No. 23, 70 1/2; No. 24, 69 1/2; No. 25, 68 1/2; No. 26, 67 1/2; No. 27, 66 1/2; No. 28, 65 1/2; No. 29, 64 1/2; No. 30, 63 1/2; No. 31, 62 1/2; No. 32, 61 1/2; No. 33, 60 1/2; No. 34, 59 1/2; No. 35, 58 1/2; No. 36, 57 1/2; No. 37, 56 1/2; No. 38, 55 1/2; No. 39, 54 1/2; No. 40, 53 1/2; No. 41, 52 1/2; No. 42, 51 1/2; No. 43, 50 1/2; No. 44, 49 1/2; No. 45, 48 1/2; No. 46, 47 1/2; No. 47, 46 1/2; No. 48, 45 1/2; No. 49, 44 1/2; No. 50, 43 1/2; No. 51, 42 1/2; No. 52, 41 1/2; No. 53, 40 1/2; No. 54, 39 1/2; No. 55, 38 1/2; No. 56, 37 1/2; No. 57, 36 1/2; No. 58, 35 1/2; No. 59, 34 1/2; No. 60, 33 1/2; No. 61, 32 1/2; No. 62, 31 1/2; No. 63, 30 1/2; No. 64, 29 1/2; No. 65, 28 1/2; No. 66, 27 1/2; No. 67, 26 1/2; No. 68, 25 1/2; No. 69, 24 1/2; No. 70, 23 1/2; No. 71, 22 1/2; No. 72, 21 1/2; No. 73, 20 1/2; No. 74, 19 1/2; No. 75, 18 1/2; No. 76, 17 1/2; No. 77, 16 1/2; No. 78, 15 1/2; No. 79, 14 1/2; No. 80, 13 1/2; No. 81, 12 1/2; No. 82, 11 1/2; No. 83, 10 1/2; No. 84, 9 1/2; No. 85, 8 1/2; No. 86, 7 1/2; No. 87, 6 1/2; No. 88, 5 1/2; No. 89, 4 1/2; No. 90, 3 1/2; No. 91, 2 1/2; No. 92, 1 1/2; No. 93, 1/2; No. 94, 1/4; No. 95, 1/8; No. 96, 1/16; No. 97, 1/32; No. 98, 1/64; No. 99, 1/128; No. 100, 1/256.

CASTRO HAS COST \$30,000

Since He Arrived On French Soil—Everyone is Offended.

Paris, Dec. 13.—The French government by neither expelling President Castro of Venezuela, nor by changing the date of the election, has not tried to offend everybody. Nobody believes that the high official of the government sent to Bordeaux, and does not feel in his mind at the last minute in regard to the demands for an apology and satisfaction because it feared the change in the position in which it would be placed if President Castro refused to accede to or ignored these demands. The official is reported that Spain has intervened with France in behalf of President Castro, but the government has been influenced by King Alfonso and does not feel willing to take a markedly different line from that of Spain.

TEMPLEMAN'S SUCCESSOR

Ralph Smith is a Possibility—Minister of Interior Back in Ottawa.

Ottawa, Dec. 13.—Ralph Smith, P. M., for Naumik, arrived in Ottawa today. His presence in Ottawa has been taken into the cabinet as a possibility of his being taken into the cabinet as a minister of inland revenue.

Clash May Result Of Venezuela

Wilhelmstadt, Curacao, Dec. 11.—The government of the Netherlands has no intention of being negligent in the matter of the blockade of the Venezuelan coast, inaugurated by three of its warships last week. The battleship Jacob Van Heemskerck and the cruiser Gelderland left here today for Venezuela waters. They have been cleared for action. It is believed they will demonstrate off La Guayana. Furthermore, they probably will begin seizing Venezuelan merchant vessels, thus putting a stop to the trade between Venezuela and the coast ports of Venezuela is apt to follow any radical action, because the Government at Caracas has expressed its intention of firing on the Dutch ships at the first "unfriendly act."

Mysterious Deaths in Halifax

Halifax, Dec. 13.—The body of Annie McCullough, aged 35, an employee of a cotton factory in Halifax, was found floating in the harbor on Friday night, when she boarded the C. P. R. steamer land freight at Halifax, taking it all to St. John and sending it back by the Intercolonial railway at an extra cost of about 25 cents per ton.

NEWS OF ENGLAND AND OF SCOTLAND

Mr. Frank Goch, the American wrestler, whose match with Max Schmiedt, produced so much controversy, has appeared at the London Coliseum in a sketch, the principal incident in which is a wrestling bout.

NEWS OF SCOTLAND

The death is announced of Dr. John Douglas, M.B., C.M.E., F.P.S.G., which took place at his residence, 6 Belmont Terrace, Rosedale. For many years Dr. Douglas was a prominent member of the medical profession, and he took more than an ordinary interest in several scientific questions. He studied at the University and graduated bachelor of medicine in 1889 and doctor of medicine two years later. He became a fellow of the Faculty of Physicians and Surgeons in 1876, and afterwards was appointed professor and lecturer in the medical department of the University of Glasgow. He occupied the office of an officer from which he retired five years ago.

Only two cases from Scotland were brought before the monthly meeting of the Royal Humane Society in London, the awards being: Testimonial on vellum to George Parkhill, King's College, for his plucky rescue of a child from eight feet of water in the sea on October 3. Parkhill was awarded the society's medal a year ago for a heroic attempt to save his father, who was drowned in the sea. The cable on which he was rescuing a youth named Lovnie from the harbor at Gourdon on October 14.

Operations have been commenced in extending the underground cable between Lighthow and Falkirk, connecting with the towns and villages in the country. When work has been finally completed there will be a continuous underground cable system between Edinburgh and Glasgow. The cable on which he was rescuing a youth named Lovnie from the harbor at Gourdon on October 14.

There is no change in the condition of Mr. Justice Scott, who has been seriously ill for the past week at his home on Sixth street.

INSOLVENT ESTATE

For the purpose of settling an insolvent estate the following properties are offered for sale by tender: Parcel 1. The N.W. 14-10-54-22 W. 4 (100 acres), said to be situated 5 miles from Fort Saskatchewan and 1.2 miles from a post office, church and school, to have upon it a log house, a large frame stable, a granary and machine shed to have 125 acres fenced, and to be all fenced. Subject to a mortgage for \$1250 to the National Trust Company.

SHORT CROSS & BGAARD

Edmonton, November 28th, 1908. Merchants Bank Building, Edmonton, Alberta.

SAMPLE COPY FREE

Would you like to have a sample copy of The Farmer's Advocate and Home Journal?

The Best Agricultural and Home Paper

on the American Continent. No progressive farmer can afford to be without it. Published weekly. Only \$1.50 per year. Drop post card for free sample copy.

Agents Wanted: Address: Farmer's Advocate and Home Journal

WINNIPEG, MANITOBA. MENTION THIS PAPER.

VEGREVILLE IS NOT GOING INTO LIQUIDATION

Derogatory Statements Concerning This Thriving Town's Finances are Libellous and are Unjustifiable—The Figures Which Show the True State of Affairs.

VEGREVILLE FINANCE

Vegreville, Dec. 12.—Vegreville's finances have been greatly maligned during the past few months. A statement has been prepared which demonstrates beyond question the fact that it is a liberal to say this town is in sore straits.

Statement of receipts and disbursements from Jan. 1, 1908, to Nov. 30, 1908:

Table with 2 columns: Item, Amount. Includes Jan. 1, cash on hand, Taxes arrears 1906-07, Sundry: licenses, dog tax, Total cash, Notes discounted.

DISBURSEMENTS

Table with 2 columns: Item, Amount. Includes Streets and sidewalks, Grants (Board of Trade), Interest and discount, Printing, postage and stationery, Salaries, St. Martin's Sep. school, Public school, Fire protection, Debit: No. 1, coupon No. 1.

COMPARATIVE STATEMENT

Table with 2 columns: Item, Amount. Includes Jan. 1, 1908, notes outstanding \$3,000.00, Bank overdraft, Unpaid account (estimate), Total floating indebtedness \$4,370.58, Nov. 30, 1908, notes outstanding \$2,600.00, Unpaid account (estimate), Total floating indebtedness \$3,500.00.

STATEMENT OF ASSETS AND LIABILITIES

