

Engine. Repairs  
fine Machine work  
DRY  
ton  
Sale  
ast Iron Wanted

PROFESSIONAL CARDS.

ERS,  
ister, Solicitor, Notary, Etc.  
Block, EDMONTON, ALTA.  
o Loan.

ACH; O'CONNOR &  
ALLISON,  
vocates, Notaries, Etc.  
for the Traders Bank of  
Garfield Block, Jasper Ave.,

CROSS, BIGGAR & COWAN  
Notaries, Etc.  
hore, Hon. G. W. Cross,  
Biggar, Hector Cowan,  
over Merchants Bank,  
and private funds to loan.  
Edmonton, Alta.

EEBEE,  
Auctioneer.  
ies a specialty.  
92, Esplanade, Belmont, Alta.  
dress, Box 1333, Edmonton.

ace to buy your Horses at  
& BELL'S, The Edmonton  
change.  
Cor. Rice & Namay.

want to sell horses, wagons  
is the place to get the high-  
est.

DSE & BELL'S  
Horse Exchange.  
Cor. Rice and Namay.



ALBERTA FAIRS,  
—October 6 and 7.  
—August 3.  
skatchewan—August 4.  
September 13 and 14.  
—August 3.  
—August 4, 5 and 6.  
—August 10, 11 and 12.  
September 21.  
—September 22 and 23.  
—September 24.  
—September 27 and 28.  
—September 29 and 30.  
—September 30 and Oct. 1.  
October 5.  
—September 16 and 17.  
—September 20 and 21.  
—September 22 and 23.  
—September 23 and 24.  
—September 29 and 30.  
September 30.  
October 1.  
—October 5 and 6.

#### AGAINST MEAT TRUST

cage Packing Firms Named  
Suit for \$1,500,000.

Aug. 10.—Armour & Co.,  
Co., and Morris & Co., the  
ackers, are named today as  
in a complaint filed under  
of the Sherman antitrust  
the stockholders.  
New York Butchers Dressed  
pony, who seek to recover  
damages. The complaint  
move in a suit originally  
years ago, and it is es-  
timated against the manage-  
nt of the company's affairs.  
It has been dictated  
evers since 1907, when  
controlling interest and  
our own directors.

ALER  
RINGS

the season is here for pre-  
it you will require RUBBER  
sealing the containers. We  
both quart and pint jars.

H. GRAYDON  
Chemist and Druggist.  
g Edward Pharmacy.  
200 Jasper Ave. E.

SEMI-WEEKLY  
EDITION

# The Edmonton Bulletin.

VOLUME V.

EDMONTON, ALBERTA, CANADA, MONDAY, AUGUST, 16, 1909

NUMBER 378

## STILL FLOCKING INTO CANADA

Immigration Again on the Increase  
The Largest Gain Being in Those  
From the Republic

Ottawa, Ont., Aug. 13.—Immigration to Canada has again shown the increase and the growth in arrivals from the United States is especially heavy. There were sixty thousand of these last year and they promise to exceed seventy-five thousand this year. During the first three months of the fiscal year ending with June, 74,136 persons entered Canada as immigrants, an increase of 5,000 or seven per cent. From Great Britain and Canada the arrivals numbered 41,212, a fall-off of 3,654 or fifteen per cent. During the same time immigrants from the United States numbered 32,924 an increase of 12,517 or thirty-one per cent. During June alone there was an increase in all ocean ports, an increase of 909, while during June immigrants from the United States totalled 9,208 an increase of 4,324 or eighty-nine per cent.

COUNCIL MOBBED.

Charges of Political Frauds Cause At-  
tack During Meeting.

Indians, Ind., Aug. 12.—A heated political quarrel turned the city council chamber into a scene of riot and several members narrowly escaped being attacked by a mob of irate citizens who accused them of being in cahoots with the primaries.

Twenty policemen succeeded in preventing bloodshed in the council chamber, but Councilman Royle was attacked by a mob in the street and forced to take refuge in a police station, where the crowd followed him even there and the officers were forced to threaten shooting before he was safe.

The other councilmen who had been accused of trickery were afraid to leave the chamber for several hours, remaining there until daylight.

The trouble was caused by the action of the councilmen in throwing out the chairman of the Republicans, the chairman for inspectors at the primaries. Both parts will nominate at the same time and places. It has been proposed by the chairman to postpone the inspectors election by the city chairman and as the present body is Republican it was assumed that recommendations of the non-Republican chairman would be endorsed.

It developed, however, that a combination between Democratic and Republican members had been formed by which the inspectors in the interests of which the Republicans, the chief man for inspectors at the primaries, Mayor Petrie, the chief of the C.P.R. manager, Bureau of Internal Revenue, manager of the C.P.R. and chairman of the board of trade, will not again interrupt business. Two hundred Greeks, who precipitated the strike and attempted to make good their threats of shooting all who stood in their way, to run the big docks, were quickly cooled, by the display of force. Only a pile of incendiary weapons at the police station, taken from the disorderly element, two prisoners in the cells, one in the hospital and a single line drawn through the district, remind the city of Thursday's battle and its threatened renewal.

Twenty-three strikes comprising the coal district, C. P. R. and civic people were won out in force, but the rioters made no demonstration.

They were indeed cowed by the vigorous bodies of soldiers searched them and also searched the homes of many foreigners throughout. While only a few thousand of them were employed at the docks, the foreign element here which is in strong sympathy with the strikers, numbers about five thousand. General manager placed a guard on the docks and the friends of Shank and Claus, opposition candidates respectively, for the same offices were held in force and inclined to make trouble.

After more than an hour of wrangling fifty-four of the men named as leaders were captured by friends of Harding substituted for them. Then the friends of the ousted men attempted to attack the councilmen and it was to all the police could do to prevent personal encounters, the crowds surrounding the chamber and surrounding the interior of the chamber and surrounding the members with angry gestures and menaces.

All of the members who had voted for the Harding inspection were afraid to leave the chamber except Councilman Royle, who, thinking he was not observed slipped out and started home. The mob recognized him and with hoots and yells started in pursuit.

Royce is a good sprinter, but when he heard cries "Hang the scoundrel," shot the traitors and like he changed his course and ran into the police station seeking the chief's office.

That official was not in and Royce burst through the door and found the chief of police, who was at the rear, begged them to protect him. Other officers hastened to the station and by threatening to shoot all who advanced saved Royce from attack.

Clark, president of the Taggart influence, and the local elements in the two parties see in the effort on the part of the brewers and saloon men to get candidates who make safe their interests no matter how the election in November goes.

Killed in Gravel Pit.

Humville, Aug. 14.—Caught under a mass of falling gravel in a pit in which they were working J. Hughes and John Beswick met death this afternoon. When they had returned to town by seven o'clock, night a search party of fifteen men hurried to the pit, two miles distant, Beswick was found under nine inches of gravel and Hughes under fifteen inches. The mass had fallen several feet and the men would not know what struck them. Hughes leaves a widow and three children.

SIX THOUSAND CASUALTIES IN MOROCCAN FIGHTING

Madrid, Aug. 14.—In the Moro-rocan war the battle line to-day extends thirty miles. In the third day's conflict six thousand were killed and wounded. Gen. Marina demands reinforcements for the G.T.P. which operated in the Indian Territory prior to its admission into the union as a state.

## BRITAIN TOO LENIENT.

Is Ruling India With Too Light a Hand Says Col. Sir Duncan A. Johnson.

Montreal, Aug. 12.—Colonel Sir Duncan A. Johnson, K.C.M.G., is at the Place Viger hotel on his way to attend the conventions of the British Association for the Advancement of Science at Winnipeg. Sir Duncan is president of the geographical section and is enthusiastic over the honor received on Great Britain by the performance of Lieut. Shackleton in the South.

Council Johnson discussed the present situation in India at some length. "I think the government is not strong enough hand," he said. "Lord Morley is legislating for a few agitators and not for the great majority of the people of India." He is enjoying his first visit to Edmonton although he had a long acquaintance with the west. He is accompanied by Mrs. Campbell, who along with him is the guest of his daughter, Mrs. J. E. Walbridge, on Victoria street.

Senator Campbell has a two-fold interest in Western Canada. His first, as a Canadian, turns in vindictively to the protection and development of the great country which the lake.

Lord Morley's part to administer the world's affairs will keep things secret. Neither do these agitators want them to have a part in the government, they want the power for them. They are not to be trifled with," said Archibald Campbell, a prominent miller of West Toronto, a leader for Centre York in the House of Commons, and at present the holder of a seat in the Canadian Senate, enjoying his first visit to Edmonton.

There were sixty thousand of these last year and they promise to exceed seventy-five thousand this year. During the first three months of the fiscal year ending with June, 74,136 persons entered Canada as immigrants, an increase of 5,000 or seven per cent.

During the first three months of the fiscal year ending with June, 74,136 persons entered Canada as immigrants, an increase of 5,000 or seven per cent.

During the first three months of the fiscal year ending with June, 74,136 persons entered Canada as immigrants, an increase of 5,000 or seven per cent.

During the first three months of the fiscal year ending with June, 74,136 persons entered Canada as immigrants, an increase of 5,000 or seven per cent.

During the first three months of the fiscal year ending with June, 74,136 persons entered Canada as immigrants, an increase of 5,000 or seven per cent.

During the first three months of the fiscal year ending with June, 74,136 persons entered Canada as immigrants, an increase of 5,000 or seven per cent.

During the first three months of the fiscal year ending with June, 74,136 persons entered Canada as immigrants, an increase of 5,000 or seven per cent.

During the first three months of the fiscal year ending with June, 74,136 persons entered Canada as immigrants, an increase of 5,000 or seven per cent.

During the first three months of the fiscal year ending with June, 74,136 persons entered Canada as immigrants, an increase of 5,000 or seven per cent.

During the first three months of the fiscal year ending with June, 74,136 persons entered Canada as immigrants, an increase of 5,000 or seven per cent.

During the first three months of the fiscal year ending with June, 74,136 persons entered Canada as immigrants, an increase of 5,000 or seven per cent.

During the first three months of the fiscal year ending with June, 74,136 persons entered Canada as immigrants, an increase of 5,000 or seven per cent.

During the first three months of the fiscal year ending with June, 74,136 persons entered Canada as immigrants, an increase of 5,000 or seven per cent.

During the first three months of the fiscal year ending with June, 74,136 persons entered Canada as immigrants, an increase of 5,000 or seven per cent.

During the first three months of the fiscal year ending with June, 74,136 persons entered Canada as immigrants, an increase of 5,000 or seven per cent.

During the first three months of the fiscal year ending with June, 74,136 persons entered Canada as immigrants, an increase of 5,000 or seven per cent.

During the first three months of the fiscal year ending with June, 74,136 persons entered Canada as immigrants, an increase of 5,000 or seven per cent.

During the first three months of the fiscal year ending with June, 74,136 persons entered Canada as immigrants, an increase of 5,000 or seven per cent.

During the first three months of the fiscal year ending with June, 74,136 persons entered Canada as immigrants, an increase of 5,000 or seven per cent.

During the first three months of the fiscal year ending with June, 74,136 persons entered Canada as immigrants, an increase of 5,000 or seven per cent.

During the first three months of the fiscal year ending with June, 74,136 persons entered Canada as immigrants, an increase of 5,000 or seven per cent.

During the first three months of the fiscal year ending with June, 74,136 persons entered Canada as immigrants, an increase of 5,000 or seven per cent.

During the first three months of the fiscal year ending with June, 74,136 persons entered Canada as immigrants, an increase of 5,000 or seven per cent.

During the first three months of the fiscal year ending with June, 74,136 persons entered Canada as immigrants, an increase of 5,000 or seven per cent.

During the first three months of the fiscal year ending with June, 74,136 persons entered Canada as immigrants, an increase of 5,000 or seven per cent.

During the first three months of the fiscal year ending with June, 74,136 persons entered Canada as immigrants, an increase of 5,000 or seven per cent.

During the first three months of the fiscal year ending with June, 74,136 persons entered Canada as immigrants, an increase of 5,000 or seven per cent.

During the first three months of the fiscal year ending with June, 74,136 persons entered Canada as immigrants, an increase of 5,000 or seven per cent.

During the first three months of the fiscal year ending with June, 74,136 persons entered Canada as immigrants, an increase of 5,000 or seven per cent.

During the first three months of the fiscal year ending with June, 74,136 persons entered Canada as immigrants, an increase of 5,000 or seven per cent.

During the first three months of the fiscal year ending with June, 74,136 persons entered Canada as immigrants, an increase of 5,000 or seven per cent.

During the first three months of the fiscal year ending with June, 74,136 persons entered Canada as immigrants, an increase of 5,000 or seven per cent.

During the first three months of the fiscal year ending with June, 74,136 persons entered Canada as immigrants, an increase of 5,000 or seven per cent.

During the first three months of the fiscal year ending with June, 74,136 persons entered Canada as immigrants, an increase of 5,000 or seven per cent.

During the first three months of the fiscal year ending with June, 74,136 persons entered Canada as immigrants, an increase of 5,000 or seven per cent.

During the first three months of the fiscal year ending with June, 74,136 persons entered Canada as immigrants, an increase of 5,000 or seven per cent.

During the first three months of the fiscal year ending with June, 74,136 persons entered Canada as immigrants, an increase of 5,000 or seven per cent.

During the first three months of the fiscal year ending with June, 74,136 persons entered Canada as immigrants, an increase of 5,000 or seven per cent.

During the first three months of the fiscal year ending with June, 74,136 persons entered Canada as immigrants, an increase of 5,000 or seven per cent.

During the first three months of the fiscal year ending with June, 74,136 persons entered Canada as immigrants, an increase of 5,000 or seven per cent.

During the first three months of the fiscal year ending with June, 74,136 persons entered Canada as immigrants, an increase of 5,000 or seven per cent.

During the first three months of the fiscal year ending with June, 74,136 persons entered Canada as immigrants, an increase of 5,000 or seven per cent.

During the first three months of the fiscal year ending with June, 74,136 persons entered Canada as immigrants, an increase of 5,000 or seven per cent.

During the first three months of the fiscal year ending with June, 74,136 persons entered Canada as immigrants, an increase of 5,000 or seven per cent.

During the first three months of the fiscal year ending with June, 74,136 persons entered Canada as immigrants, an increase of 5,000 or seven per cent.

During the first three months of the fiscal year ending with June, 74,136 persons entered Canada as immigrants, an increase of 5,000 or seven per cent.

During the first three months of the fiscal year ending with June, 74,136 persons entered Canada as immigrants, an increase of 5,000 or seven per cent.

During the first three months of the fiscal year ending with June, 74,136 persons entered Canada as immigrants, an increase of 5,000 or seven per cent.

During the first three months of the fiscal year ending with June, 74,136 persons entered Canada as immigrants, an increase of 5,000 or seven per cent.

During the first three months of the fiscal year ending with June, 74,136 persons entered Canada as immigrants, an increase of 5,000 or seven per cent.

During the first three months of the fiscal year ending with June, 74,136 persons entered Canada as immigrants, an increase of 5,000 or seven per cent.

During the first three months of the fiscal year ending with June, 74,136 persons entered Canada as immigrants, an increase of 5,000 or seven per cent.

During the first three months of the fiscal year ending with June, 74,

## MARKETS.

(Continued from Page One.)

easy for a time on commission-house selling, as well as some pressure from bearish traders, but the market turned firm and had a fair advance on buying of hard and ribs by packers, coupled with some demand from shorts.

## FOR THE CROP HANDLING.

Preparations have started for the garnering of the western grain crop. "The broad basket of the empire" is the term aptly applied to Western Canada, and the gathering of the crop is now a momentous task to market men, equally great significance. All of the forces of the country are concentrating their attention just now to the handling of grain shipments offered along their lines, and it can be safely said that in point of all-around efficiency the grain crop of this year will be handled with greater dispatch and in a more satisfactory manner than ever before. It is said that approximately 35,000 box cars will be available for the movement of the crop with approximately 7,700 locomotives.

The C.P.R. expects to have 13,000 box cars in operation, which is about 20 per cent. more than last year; the Canadian Northern will have about 9,000; the G.T.P. about 11,000; the Alberta Railway and Irrigation Co., the Midland, and the Brandon, Saskatchewan & Hudson's Bay Railway about 3,000 freight cars more.

The C.P.R. has 235 locomotives in its own commission, the C.N.R. about 225, and the G.T.P. about 175 engines.

The web of railway tracks which has been spread throughout the west during the past year, Winnipeg as its apex, will have considerable effect in relieving the congestion on the older lines, and save long wagon hauls across country. The G.T.P. will accept grain in all its lines between Winnipeg and Edmonton for practically the first time, and will open its branch from Melville to Balfour for the grain trade. The C.N.R. will be operating past Zealandia on the Great Lakes extension, southwest of Saskatoon, and where there is at present some 20 new elevators. This company will also take out some grain on its Battisford line, and when it reaches the Brandon Bridge line of the C.N.R., there are now about 35 elevators in operation. The main line of the Canadian Northern is being balanced both east and west at an enormous expense.

This year the double track of the C.P.R. will be fully completed between Fort William and Winnipeg which will be of tremendous advantage in reducing the grain through to the head of the lakes before the close of navigation. It will also have a very marked effect in keeping the western lines of the company clear. The C.P.R. will this year take out large amounts of grain for the first time on its Wetaskiwin branch west of Saskatoon, and also on its Moose Jaw extension.

## Elevator Capacity.

From a joint circular issued by all western lines it was ascertained that at the beginning of the present year there were 1,480 elevators in north west Canada, including terminal and interior elevators, and these have a total capacity of about 65,000,000 bushels. On the C.P.R. there are 1,900 elevators, C.N.R. 309; G.T.P. 47; Alberta Railway and Irrigation Co. II, Brandon, Saskatchewan & H.B. Railway 15; and Midland Railway 8. During the present season it is estimated that 350 elevators will be constructed in the west, which would bring the total up to 1,700 all told. On the G.T.P. alone there has been 55 new elevators erected.

The average capacity is 2,000 bushels. At the beginning of the present season the grain capacity of all elevators west of Winnipeg was about 44,000,000 bushels, made up of C.P.R. 29,041,900, C.N.R. 9,297,500, Alberta Railway and H.B. 2,000,000, G.T.P. 1,375,000, B. & H. B. Rail way 455,000, and Midland Rail way 235,000.

The capacity of the terminal elevators at Fort William and Port Arthur is about 23,000,000 bushels, divided as follows: C.P.R., Port Arthur, 750,000; C.P.R., Fort William, 11,592,405; C.N.R., Port Arthur, 7,000,000; G.T.P., Fort William, 3,900,000. The elevator capacity at Winnipeg is 1,415,000 bushels.

## Milling Capacity.

In addition to the elevator capacity of the west, the figures show that there are 2,000 flour and feed mills operating in Western Canada with a capacity of 46,605 barrels a day. Of these, 75 are located along the C.P.R. 42 of them are flour mills with a capacity of 36,725 barrels a day, and 27 feed mills with a capacity of 1,340 barrels a day and 28 are feed mills with a capacity of 1,183 barrels a day.

On the C.P.R. there are 2 flour mills and one oatmeal mill, the latter together with one flour mill being operated at Humboldt by the Dohoukoff society. The capacity of these 27 mills is 8,540 barrels a day. With the output of these mills becoming a very important factor in connection with the disposal of the crops.

## Saskatchewan Rifle Team Chosen.

Regina, Sask., Aug. 12.—At a special meeting of the Saskatchewan rifle association held this evening the following team was selected to represent the province in the national games: E. E. English and T. H. Rhodes, Regina; J. E. Blaine, Saskatoon; W. J. Urton, Duck Lake; T. Clunie, Prince Albert; J. E. Wayne, Prince Albert; Sergeant Major, and Sergeant Cummins, R.W.M.P.; Duck Lake; Major Hawgill, Moosomin; H. B. Brockman, Cunningham Manor.

## Spanish Cabinet Troubles.

Madrid, Aug. 13.—A ministerial crisis is expected because of the strained relations between the minister of the interior and the minister of war, who issued instructions diametrically opposed during the Barcelona disorders.

**Special End-of-Year Offers.**

By special arrangements with the publishers, The Bulletin is able to quote these remarkably low rates for Subscriptions to January 1, 1910, to the following well known weekly publications:

SEMI-WEEKLY <b>BULLETIN</b> —AND— <b>Toronto W'kly Globe</b>	SEMI-WEEKLY <b>BULLETIN</b> —AND— <b>The Farmers' Advocate</b>	SEMI-WEEKLY <b>BULLETIN</b> —AND— <b>Winnipeg Free Press</b>	SEMI-WEEKLY <b>BULLETIN</b> —AND— <b>The Winnipeg Telegram</b>	SEMI-WEEKLY <b>BULLETIN</b> —AND— <b>The Family Herald</b>
<b>65c</b>	<b>65c</b>	<b>50c</b>	<b>65c</b>	<b>65c</b>

Former residents of Ontario cannot fail to appreciate this splendid proposition.

A farmers' combination that has never been equalled in the Western Provinces.

This is our best offer. Subscribe early and take full advantage of the two papers.

Another western proposition that is great big value for double the price asked.

These two papers cover the entire Canadian field thoroughly, as all know.

**T**HE BULLETIN devotes special attention to Alberta Market Reports, publishes weekly the Sunday School Lesson for the following Sabbath, and contains all the news of the West in particular and the cream of the happenings in Canada in general. Particular attention will be given to reports of the sessions of the Alberta Legislature and the Dominion Parliament to convene shortly. Send your subscription to your Postmaster, or to our agent, or send direct to

**BULLETIN CO., Ltd. Edmonton, Alta.**

**WEST WILL EXPORT  
125,000,000 BUSHELS**

(Continued from Page One.)

that Edmonton will become a large and influential city.

The Senator and Mrs. Campbell will remain in the city for a week or two and will then proceed to California, on a visit to relatives of Mrs. Campbell, who will spend some time in Edmonton after the return of Mr. Archibald Campbell was born in the County of Kent, Ontario, of Scotch parentage. He resided at Chatham, Ontario, where he engaged in milling, and became a member of the council for Chatham and represented that city in the county council. He was first elected to the House of Commons in 1887, representing Chatham, and was re-elected in 1891 and 1896.

Mr. Campbell, who was elected in 1891, died in 1904, and his son, Earl Grey, succeeded him.

At the beginning of the present season the grain capacity of all elevators west of Winnipeg was about 44,000,000 bushels, made up of C.P.R. 29,041,900, C.N.R. 9,297,500, Alberta Railway and H.B. Railway 2,000,000, G.T.P. 1,375,000, B. & H. B. Rail way 455,000, and Midland Rail way 235,000.

The capacity of the terminal elevators at Fort William and Port Arthur is about 23,000,000 bushels, divided as follows:

C.P.R., Port Arthur, 750,000; C.N.R., Fort William, 11,592,405; C.P.R., Port Arthur, 7,000,000; G.T.P., Fort William, 3,900,000. The elevator capacity at Winnipeg is 1,415,000 bushels.

**WORLD CHASTISE MOORS.**

Sultan of Morocco Makes Unaccepted Offer to Spain.

Madrid, Aug. 11.—A captive balloon in the Spanish lines at Melilla discovered today two new Moor camps which were promptly shielded. The doors were driven out. The suite of Major General Macintosh, who was ready to chastise the Moors in the Riff region and restore peace, but Spain replied that this guarantee was not sufficient. Orders have been sent to General Macintosh, who now has forty thousand men, to proceed against the Moors around Melilla.

**ROBBER MADE HAUL.**

Hold Up Cashier With Gun and Rifled Safe.

Springfield, Ill., Aug. 12.—An unmasked robber, held G. T. Wright, cashier of the Farmers and Mechanics bank at Franklin, Morgan county, Illinois, at gunpoint and rifled his safe.

The robber, who refused to tell his name or give his place of residence was arrested and taken to Lethbridge, Alta., where he was remanded in the county jail. The robber entered the bank at 1:30 o'clock this afternoon and asked cashier Wright to give him a one hundred dollar bill for small currency. As the cashier turned to get the bill, the robber drew a revolver and ordered Wright to throw up his hands. Three other persons, who were in the bank, were compelled to stand against the wall. After securing the cash, the robber fled, but a man who had escaped, the suspect was arrested while he was about to board a train. He carried a revolver and had \$75 in his possession.

**Steamer Waratah Lost.**

Durban, August 13.—It now seems certain of 50 days the Georgia Legislature adjourned tonight. A feature of the session was the refusal of the legislature to consider the tax amendment.

**Georgia Legislature Adjourns.**

Atlanta, Ga., August 11.—After a

**SECOND DAY OF FAIR.**

Lethbridge Exhibition Proving an Outstanding Success.

Lethbridge, August 11.—The second day of the Lethbridge fair was a tremendous success. Over 5,000 people were on the grounds. All the judging is finished satisfactorily. Etobicoke, Ontario, and Chatham, Ontario, by Hanson, of Cardston, was the sweepstakes in the registered heavy classes, Clydesdale, a mare owned by Ed. Hedges of Marshall, won the sweepstakes in the registered second. Every class in the registered classes had entries, and the horse show all round is the greatest ever held here and that means a great deal.

A good programme of races was run off as follows:

Three-eighth dash—First, Ivanhoe, Jenkinson, Medicine Hat; second, Atchison, Wm. Adams, Macleod, third, Harry S. Hart, Austin, Cardston; time, 37 seconds.

Half-mile dash—First, Fly, F. Tat, Woolf, Cardston; third, Chocolate, B. & H. B. Railway, Macleod; fourth, Earl Grey, Macleod; time, 37 seconds.

Half-mile dash—First, Fly, F. Tat, Woolf, Cardston; third, Chocolate, B. & H. B. Railway, Macleod; fourth, Earl Grey, Macleod; time, 37 seconds.

Half-mile dash—First, Fly, F. Tat, Woolf, Cardston; third, Chocolate, B. & H. B. Railway, Macleod; fourth, Earl Grey, Macleod; time, 37 seconds.

Half-mile dash—First, Fly, F. Tat, Woolf, Cardston; third, Chocolate, B. & H. B. Railway, Macleod; fourth, Earl Grey, Macleod; time, 37 seconds.

Half-mile dash—First, Fly, F. Tat, Woolf, Cardston; third, Chocolate, B. & H. B. Railway, Macleod; fourth, Earl Grey, Macleod; time, 37 seconds.

Half-mile dash—First, Fly, F. Tat, Woolf, Cardston; third, Chocolate, B. & H. B. Railway, Macleod; fourth, Earl Grey, Macleod; time, 37 seconds.

Half-mile dash—First, Fly, F. Tat, Woolf, Cardston; third, Chocolate, B. & H. B. Railway, Macleod; fourth, Earl Grey, Macleod; time, 37 seconds.

Half-mile dash—First, Fly, F. Tat, Woolf, Cardston; third, Chocolate, B. & H. B. Railway, Macleod; fourth, Earl Grey, Macleod; time, 37 seconds.

Half-mile dash—First, Fly, F. Tat, Woolf, Cardston; third, Chocolate, B. & H. B. Railway, Macleod; fourth, Earl Grey, Macleod; time, 37 seconds.

Half-mile dash—First, Fly, F. Tat, Woolf, Cardston; third, Chocolate, B. & H. B. Railway, Macleod; fourth, Earl Grey, Macleod; time, 37 seconds.

Half-mile dash—First, Fly, F. Tat, Woolf, Cardston; third, Chocolate, B. & H. B. Railway, Macleod; fourth, Earl Grey, Macleod; time, 37 seconds.

Half-mile dash—First, Fly, F. Tat, Woolf, Cardston; third, Chocolate, B. & H. B. Railway, Macleod; fourth, Earl Grey, Macleod; time, 37 seconds.

Half-mile dash—First, Fly, F. Tat, Woolf, Cardston; third, Chocolate, B. & H. B. Railway, Macleod; fourth, Earl Grey, Macleod; time, 37 seconds.

Half-mile dash—First, Fly, F. Tat, Woolf, Cardston; third, Chocolate, B. & H. B. Railway, Macleod; fourth, Earl Grey, Macleod; time, 37 seconds.

Half-mile dash—First, Fly, F. Tat, Woolf, Cardston; third, Chocolate, B. & H. B. Railway, Macleod; fourth, Earl Grey, Macleod; time, 37 seconds.

Half-mile dash—First, Fly, F. Tat, Woolf, Cardston; third, Chocolate, B. & H. B. Railway, Macleod; fourth, Earl Grey, Macleod; time, 37 seconds.

Half-mile dash—First, Fly, F. Tat, Woolf, Cardston; third, Chocolate, B. & H. B. Railway, Macleod; fourth, Earl Grey, Macleod; time, 37 seconds.

Half-mile dash—First, Fly, F. Tat, Woolf, Cardston; third, Chocolate, B. & H. B. Railway, Macleod; fourth, Earl Grey, Macleod; time, 37 seconds.

Half-mile dash—First, Fly, F. Tat, Woolf, Cardston; third, Chocolate, B. & H. B. Railway, Macleod; fourth, Earl Grey, Macleod; time, 37 seconds.

Half-mile dash—First, Fly, F. Tat, Woolf, Cardston; third, Chocolate, B. & H. B. Railway, Macleod; fourth, Earl Grey, Macleod; time, 37 seconds.

Half-mile dash—First, Fly, F. Tat, Woolf, Cardston; third, Chocolate, B. & H. B. Railway, Macleod; fourth, Earl Grey, Macleod; time, 37 seconds.

Half-mile dash—First, Fly, F. Tat, Woolf, Cardston; third, Chocolate, B. & H. B. Railway, Macleod; fourth, Earl Grey, Macleod; time, 37 seconds.

Half-mile dash—First, Fly, F. Tat, Woolf, Cardston; third, Chocolate, B. & H. B. Railway, Macleod; fourth, Earl Grey, Macleod; time, 37 seconds.

Half-mile dash—First, Fly, F. Tat, Woolf, Cardston; third, Chocolate, B. & H. B. Railway, Macleod; fourth, Earl Grey, Macleod; time, 37 seconds.

Half-mile dash—First, Fly, F. Tat, Woolf, Cardston; third, Chocolate, B. & H. B. Railway, Macleod; fourth, Earl Grey, Macleod; time, 37 seconds.

Half-mile dash—First, Fly, F. Tat, Woolf, Cardston; third, Chocolate, B. & H. B. Railway, Macleod; fourth, Earl Grey, Macleod; time, 37 seconds.

Half-mile dash—First, Fly, F. Tat, Woolf, Cardston; third, Chocolate, B. & H. B. Railway, Macleod; fourth, Earl Grey, Macleod; time, 37 seconds.

Half-mile dash—First, Fly, F. Tat, Woolf, Cardston; third, Chocolate, B. & H. B. Railway, Macleod; fourth, Earl Grey, Macleod; time, 37 seconds.

Half-mile dash—First, Fly, F. Tat, Woolf, Cardston; third, Chocolate, B. & H. B. Railway, Macleod; fourth, Earl Grey, Macleod; time, 37 seconds.

Half-mile dash—First, Fly, F. Tat, Woolf, Cardston; third, Chocolate, B. & H. B. Railway, Macleod; fourth, Earl Grey, Macleod; time, 37 seconds.

&lt;p

## HOLSON'S W ESCAPE

an Fires Revolver  
P. on Grierson's  
esterday.

perado, with a load-  
a dangerous looking  
ast down Grinnell  
nernoon and firing  
at Sgt. Nicholson  
rs of the R. N. W.  
in pursuit, was the  
ich gave Edmonton  
appearance of the  
west for a few min-  
uton.

created the trouble  
ventually landed in  
N. W. M. P. bar-  
jam or wounding  
ers or the spectators.  
bernovitch. He told  
morning through an  
he came to Edmonton  
from Calgary and  
in Canada about

He has all the car-  
the bad man and he  
Inspector Worsley  
ries are made with  
intendents. In the  
tages that have been  
and capturing and  
and of breaking win-  
east. On his person  
a loaded revolver and  
a number of bul-  
had the appear-  
been loaded for some

indow of Store.  
in appeared on the  
and Namayo aven-  
ernoon shortly after  
first attack. A music store  
at that corner and de-  
ss in the door. He  
under the influence of  
able to move about.

The occupants of  
ated to the house the  
before an officer ar-  
ad disappeared down  
along Grierson.

ed Revolver.

opposite the R. N. W.  
I again attracted  
charging his revolver  
M. P. heard the com-  
ert. Nicholson, with  
and Peters, rushed  
me he passed the bar-  
officers started in hot

and Fired.  
can be turned and shot  
son, who was in the  
er bullet passing close  
head. Nothing daunt-  
men could do but  
rain their victim to  
ste. Here he surrend-  
the revolver and knife  
ed he was led back to

OF RIOTS.

Several Wounded in  
Car Strike.

Aug. 12—This was

McKee's Rocks, the  
big strike of 8,000 em-  
ployed Steel Car com-  
began at daybreak and  
last night. One

it is estimated that  
of others were injur-  
this morning. Major  
negro, whom the strik-  
ers had broken, but  
impeded the strike. Many  
was set upon by  
strikers and knocked  
s. Lying on the ground,  
his revolver, killed  
and wounded several  
were taken away by  
who was badly in-  
hospital of the Pitts-  
were perhaps a dozen  
during the day, in  
injured but none

between Sheriff Gung-  
burg, and the officials  
Steel Car company,  
ives the strike in a  
position. Gung-  
ed strikers sent sev-  
from their known without any as-  
the company. Later  
to the company for  
en when quickly bring-  
in highway. They  
would not help  
was that the sheriff  
Gumbert immediately  
men and left Schoen-  
that his relations  
another tap of work  
the company's own  
evicted tenants, but  
work themselves.

s Elect Officers.

12—At the twenty-  
assembly of the sover-  
ey of Canada, Knights  
of Truro were  
Supreme Grand  
Archibald, Truro; De-  
ster, W. P. Ryrie; Tor-  
constable John W. Le-  
grand marshall, Alton  
Montreal; Grand trea-  
treasurer, Toronto.

Emminently Pleasing  
ated Pross.

12—There is very little  
ous cables regarding the  
e Conference, which is  
the final meeting  
Tuesday although it is  
conferences will continu-  
lian delegation. There is  
the conference has  
satisfactory and an  
at-  
gressing to completion.

## NEWS OF THE DISTRICT

### IRMA.

Bulletin News Service.  
The rain on Thursday night was  
very acceptable to farmers of the dis-  
trict who have winter wheat sown.  
Irma and the vicinity escaped the  
hail storm of Sunday, August 7th.

Irma is now connected with the  
telegraph line of the Grand Trunk Pacific.

What might have been a serious  
accident occurred here Friday night  
about two o'clock, number of children  
were playing on the street. Mr. C. McLean was driving past. Myrtle Coyle became frightened and ran under the horses' feet. She was knocked down and one of the horses stepped over her. Fortunately the horse had no shoes on and the child escaped with very little injury.

The Irma Agricultural Society have  
decided not to hold a fair this year  
but are giving a farmer's picnic on  
Saturday, Aug. 13th. Baseball be-  
tween the two Hamlets and speeches by members of the society  
will afford entertainment. Farmers are  
requested to bring samples of  
grains and roots.

A grand ball will be given in the  
evening in the Irma Club. The  
Irma Agricultural Society have  
decided not to hold a fair this year  
but are giving a farmer's picnic on  
Saturday, Aug. 13th. Baseball be-  
tween the two Hamlets and speeches by members of the society  
will afford entertainment. Farmers are  
requested to bring samples of  
grains and roots.

Mrs. James Huffman and family  
and Mrs. Thomas McGrogan of Delta,  
Ontario, are in Irma on Sunday last to  
join their husbands, who located  
here last spring.

Mr. Holliday, of Phillipsville, Ontario, made a visit to Irma late week. Mr. Holliday intends locating here.  
Dow Barber was in Wainwright on  
Thursday.

Stuart Purvis, of Sedgewick, spent  
Sunday in Irma.

R. K. S. Swererton, of Viking,  
attended the quarterly board of Irma  
Methodist Church on Tuesday, Aug.  
13th.

On motion of Rev. H. M. Dutton,  
seconded by Charles Dutton, it was  
agreed to build a Methodist church  
to be erected in the near future. The  
finances of the circuit were found to  
be in a healthy condition.

W. H. Fread, of the International  
Harvester Co., is putting in weight  
seeds.

Thomas McGrogan, of Edmonton,  
is in Irma, visiting his wife, who  
has come out from Ontario.

Farmers have started to cut barley,  
which is a great crop.

James' Couley post office has  
been changed to Junkins, with Irma  
as the distributing point.

Irma, Aug. 9th.

### ARDROSSAN.

Bulletin News Service.  
A large station car is now spotted and  
the telephone connection made.

The restaurant recently opened on Second  
avenue by the Misses Haugen is being  
well patronized.

Barley is being sown quite exten-  
sively this year. The crofters of the  
district are doing well.

John William Clyde is visiting his brother  
here and looking after his property  
of which he holds considerable in this  
district.

Mr. and Mrs. Barley have arrived  
from England and are visiting their married  
daughter Mrs. Bob Godwin.

Jack Gillis was visiting old friends  
here this week and incidentally making  
business enquiries.

Misses Bob Logan and Peck ar-  
rived here last Wednesday and have  
arranged to break 160 acres on their  
property.

The Violet Hill school house is now  
completed. The superior architecture and  
internal decoration stamp this as  
one of the handsomest and up-to-date  
structures of its kind.

Decorations were carried out by Oscar  
Jones, Mr. Nelson was the contractor.

Mr. and Mrs. Tom Clyde arrived  
yesterday.

Mr. Fred Myers is erecting a new  
barn on his farm.

Mr. Patullo has contracted with Mr.  
C. Nelson to erect a fine frame house  
on his property.

Mr. Vandeeck's condition is im-  
proved and he is now on the road to  
recovery.

Mr. and Mrs. Cote arrived  
yesterday.

Mr. Fred Myers is erecting a new  
barn on his farm.

Mr. Patullo has contracted with Mr.  
C. Nelson to erect a fine frame house  
on his property.

Mr. Vandeeck's condition is im-  
proved and he is now on the road to  
recovery.

Mr. and Mrs. Cote arrived  
yesterday.

Mr. Fred Myers is erecting a new  
barn on his farm.

Mr. Patullo has contracted with Mr.  
C. Nelson to erect a fine frame house  
on his property.

Mr. Vandeeck's condition is im-  
proved and he is now on the road to  
recovery.

Mr. and Mrs. Cote arrived  
yesterday.

Mr. Fred Myers is erecting a new  
barn on his farm.

Mr. Patullo has contracted with Mr.  
C. Nelson to erect a fine frame house  
on his property.

Mr. Vandeeck's condition is im-  
proved and he is now on the road to  
recovery.

Mr. and Mrs. Cote arrived  
yesterday.

Mr. Fred Myers is erecting a new  
barn on his farm.

Mr. Patullo has contracted with Mr.  
C. Nelson to erect a fine frame house  
on his property.

Mr. Vandeeck's condition is im-  
proved and he is now on the road to  
recovery.

Mr. and Mrs. Cote arrived  
yesterday.

Mr. Fred Myers is erecting a new  
barn on his farm.

Mr. Patullo has contracted with Mr.  
C. Nelson to erect a fine frame house  
on his property.

Mr. Vandeeck's condition is im-  
proved and he is now on the road to  
recovery.

Mr. and Mrs. Cote arrived  
yesterday.

Mr. Fred Myers is erecting a new  
barn on his farm.

Mr. Patullo has contracted with Mr.  
C. Nelson to erect a fine frame house  
on his property.

Mr. Vandeeck's condition is im-  
proved and he is now on the road to  
recovery.

Mr. and Mrs. Cote arrived  
yesterday.

Mr. Fred Myers is erecting a new  
barn on his farm.

Mr. Patullo has contracted with Mr.  
C. Nelson to erect a fine frame house  
on his property.

Mr. Vandeeck's condition is im-  
proved and he is now on the road to  
recovery.

Mr. and Mrs. Cote arrived  
yesterday.

Mr. Fred Myers is erecting a new  
barn on his farm.

Mr. Patullo has contracted with Mr.  
C. Nelson to erect a fine frame house  
on his property.

Mr. Vandeeck's condition is im-  
proved and he is now on the road to  
recovery.

Mr. and Mrs. Cote arrived  
yesterday.

Mr. Fred Myers is erecting a new  
barn on his farm.

Mr. Patullo has contracted with Mr.  
C. Nelson to erect a fine frame house  
on his property.

Mr. Vandeeck's condition is im-  
proved and he is now on the road to  
recovery.

Mr. and Mrs. Cote arrived  
yesterday.

Mr. Fred Myers is erecting a new  
barn on his farm.

Mr. Patullo has contracted with Mr.  
C. Nelson to erect a fine frame house  
on his property.

Mr. Vandeeck's condition is im-  
proved and he is now on the road to  
recovery.

Mr. and Mrs. Cote arrived  
yesterday.

Mr. Fred Myers is erecting a new  
barn on his farm.

Mr. Patullo has contracted with Mr.  
C. Nelson to erect a fine frame house  
on his property.

Mr. Vandeeck's condition is im-  
proved and he is now on the road to  
recovery.

Mr. and Mrs. Cote arrived  
yesterday.

Mr. Fred Myers is erecting a new  
barn on his farm.

Mr. Patullo has contracted with Mr.  
C. Nelson to erect a fine frame house  
on his property.

Mr. Vandeeck's condition is im-  
proved and he is now on the road to  
recovery.

Mr. and Mrs. Cote arrived  
yesterday.

Mr. Fred Myers is erecting a new  
barn on his farm.

Mr. Patullo has contracted with Mr.  
C. Nelson to erect a fine frame house  
on his property.

Mr. Vandeeck's condition is im-  
proved and he is now on the road to  
recovery.

Mr. and Mrs. Cote arrived  
yesterday.

Mr. Fred Myers is erecting a new  
barn on his farm.

Mr. Patullo has contracted with Mr.  
C. Nelson to erect a fine frame house  
on his property.

Mr. Vandeeck's condition is im-  
proved and he is now on the road to  
recovery.

Mr. and Mrs. Cote arrived  
yesterday.

Mr. Fred Myers is erecting a new  
barn on his farm.

Mr. Patullo has contracted with Mr.  
C. Nelson to erect a fine frame house  
on his property.

Mr. Vandeeck's condition is im-  
proved and he is now on the road to  
recovery.

Mr. and Mrs. Cote arrived  
yesterday.

Mr. Fred Myers is erecting a new  
barn on his farm.

Mr. Patullo has contracted with Mr.  
C. Nelson to erect a fine frame house  
on his property.

Mr. Vandeeck's condition is im-  
proved and he is now on the road to  
recovery.

Mr. and Mrs. Cote arrived  
yesterday.

Mr. Fred Myers is erecting a new  
barn on his farm.

Mr. Patullo has contracted with Mr.  
C. Nelson to erect a fine frame house  
on his property.

Mr. Vandeeck's condition is im-  
proved and he is now on the road to  
recovery.

Mr. and Mrs. Cote arrived  
yesterday.

Mr. Fred Myers is erecting a new  
barn on his farm.

Mr. Patullo has contracted with Mr.  
C. Nelson to erect a fine frame house  
on his property.

Mr. Vandeeck's condition is im-  
proved and he is now on the road to  
recovery.

Mr. and Mrs. Cote arrived  
yesterday.

Mr. Fred Myers is erecting a new  
barn on his farm.

Mr. Patullo has contracted with Mr.  
C. Nelson to erect a fine frame house  
on his property.

Mr. Vandeeck's condition is im-  
proved and he is now on the road to  
recovery.

Mr. and Mrs. Cote arrived  
yesterday.</

## THE EDMONTON BULLETIN

SEMI-WEEKLY.

**PUBLISHED** every Monday and Thursday by The Bulletin Company, Ltd., at the office, Bulletin Bldg., 318 Jasper Ave., East.

**SUBSCRIPTION.**

One year Canadian or British Post Office address ..... \$1.00 Six month to Canadian or British Post Office address ..... 50 One year U. S. Post Office address ..... 2.00 Six month U. S. Post Office address ..... 1.00 All remittances are payable in advance.

Advertising rate card on application. Classified advertising one cent per word; four insertions for price of three, and all insertions for price of four. Notice of Extra Cattle four insertions \$1.00.

DUNCAN MARSHALL, Manager.

MONDAY, AUGUST 16, 1909.

## THE DANGER OF DOLLAR WHEAT.

In the midst of prosperity we are in danger. The West is promised an ample crop from the wheat fields and the price of wheat is \$1.11 in Winnipeg. To the man whose fields are standing thick with waving wheat ripening to the harvest the news is eminently satisfactory, but he would do well to avoid the temptation offered by the splendid outlook for the present season. To the farmer and the country it would be a calamity if the fulfillment of the splendid prospects before the wheat grower this year resulted in stampeding the farmers into the wheat-growing business to the ignoring of the other branches of the farming business without which wheat-growing cannot be carried on permanently on a profit-paying basis and which in the event of a partial failure of the wheat crop or a depression in prices should the mainstays against disaster. The history of a dozen States, of unnumbered farms in the older provinces and of certain districts in the first settled western province establish the fact that the farmer cannot go on cropping his farm to wheat year after year without wearing it out and reducing its productivity to a point where he must either undertake expensive methods of renewing its fertility or go out of business. The economic condition behind the movement of American farmers to the Canadian West is that the prairies across the line have been so long and so persistently cropped to wheat that for this grain the point of exhaustion has been reached in many places and so nearly reached in great tracts of country that it is no longer an inducement to farm the land. The settlers who ousted the ranchers from the western plains of the United States devoted their attention almost exclusively to wheat raising. They were working on a soil that had never been cropped, that was rich with the fertility of unnumbered seasons' vegetation that had fallen and rotted and added its richness to the earth. Climatic conditions were favorable. It was easy and cheap to begin wheat growing on the open plains. Wheat-growing became the almost exclusive business of the farmer. But the largest bank account plays out in time if no deposits are made against the cheques that are issued; and the farmers who think them the finest country on earth and alarm among those who fear that their customers and friends will migrate thither unless cold water is thrown on the enthusiasm aroused by our crop returns. The localism of a closely settled country, too, gives the people of those provinces a distorted notion of the extent of the West, and hence of the relative importance of a disaster which overtakes one section of it. The average man in Ontario, for instance, has his interests confined to a pretty limited area. His business is done with the people living within a few miles of him and his association with them is life on the near-by farms or in the neighboring village. The people in the second county away to him are unknown people, every one in the town who benefits directly or indirectly through or because of the operations of either personally and materially concerned in having the channels of this trade cleared of obstacles. The city and the country are thus one in benefiting from the existence of good roads or in suffering for want of them. It follows, of course, that liberal Government assistance to road-making is justified, for all should help in securing what is of benefit to all.

There is a tremendous temptation to repeat here the methods of the pioneers of the Western States. The initial expense of starting a wheat farm is much less than that of beginning mixed farming; or, to put it in another way, the same amount of money will put much more land under wheat than it will provide with the buildings and stock necessary for an all-round farm; and, therefore, offers larger immediate returns for the money invested if crops and prices are good. There is here the virgin fertility of soil, the same favorableness of climate which greeted the pioneers of the Western States and determined the course their operations should take. The means of getting the grain out to the markets of the world are rapidly extending everywhere. Wheat crops in the past have been wonderfully successful. Add that wheat is now worth more than a dollar a bushel and the argument is completed to persuade the farmer to plunge into wheat-growing exclusively. Already this has become the one and only kind of farming followed in large districts of the West and the successful gathering and marketing of this year's crop at the present high prices must be expected to give impetus to the movement. But if a bumper crop of wheat at one dollar a bushel or more resulted in driving the farmers of the West more exclusively into the business of growing wheat to the disregard of other branches of farming the ultimate result would be calamitous to both the farmers themselves and the country which depends on it for its success. Nature has or may force to travel over bad roads to get their grain to the railroads. They are not bound to haul the merchant's goods back through the quag mires, because local trading

disregard this is to flout the initial and essential fact of agriculture everywhere. No country has ever yet built up a permanent prosperity on the basis of wheat growing alone. The country that tries to do so loses at both ends of the game. Its soil becomes yearly poorer and less able to produce crops that pay for the labor and seed. At the same time the poor wheat goes abroad with the good, lowers the reputation of the country's wheat in the markets of the world and therefore the price that can be got for it. The only safe way to a permanent prosperity based on agricultural operations is the way of mixed farming. Under this system the farmer sells his good wheat as wheat, his poor grain as poultry, beef and pork, and leaves his farm as rich at the end of the year as at the beginning. To the western farmer who stands by the laws of nature and co-operates with them there awaits a substantial and abiding prosperity. Those who disregard the law must suffer the consequences. They are writing cheques without deposits and must not wonder when the response comes, "No funds."

## HAIL.

Some eastern papers are going through their annual spasm about the ravages of hail in the West. As a matter of fact the destruction has not been heavier this year than ordinary, and it is not ordinarily heavier west of the Great Lakes than east of them. In the West hail is not considered a serious enemy of the crops, for though some district or other gets it every year the area affected is infinitesimal compared to the total, and though the consequences are very serious to the individuals whose crops are ruined the effect on the general progress and prosperity of the country is nil—unless, indeed, damage is done by those whose interests it is to deter people from coming hither by distorting the amount or importance of the damage. The western crop is scattered over an empire a thousand miles long and five hundred wide. It would be a phenomenon unknown in any other grain growing country in the world if somewhere in this area hail conditions did not form at some period of the summer. But anything approaching general destruction or even serious injury to the western crop, as a crop, from this cause has never occurred, unless in some early stage of settlement, when the only farmers in the country were grouped in a few spots which by unlucky coincidence were the places hit by the weather. Since settlement began to spread over any considerable portion of the country there has not been any large part of the crop lost from this cause. Area considered, the West does not suffer from hail more than Ontario and Quebec and the Maritime provinces. The West is the product of the country road more than of any other transportation agency. Railroads may help its growth by the way rolls they establish, by bringing it to business which without them would be done in small local centres, by offering advantages to industrial concerns. But our cities are in the first instance trading centres for farming communities, to which access is had by road. And trade of the adjacent country is the mainstay of even most large Canadian cities and this can only be handled over the wagon roads. The city is the product of the country road more than of any other transportation agency. Railroads may help its growth by the way rolls they establish, by bringing it to business which without them would be done in small local centres, by offering advantages to industrial concerns. But our cities are in the first instance trading centres for farming communities, to which access is had by road. And trade of the adjacent country is the mainstay of even most large Canadian cities and this can only be handled over the wagon roads. The city is the product of the country road more than of any other transportation agency. Railroads may help its growth by the way rolls they establish, by bringing it to business which without them would be done in small local centres, by offering advantages to industrial concerns. But our cities are in the first instance trading centres for farming communities, to which access is had by road. And trade of the adjacent country is the mainstay of even most large Canadian cities and this can only be handled over the wagon roads. The city is the product of the country road more than of any other transportation agency. Railroads may help its growth by the way rolls they establish, by bringing it to business which without them would be done in small local centres, by offering advantages to industrial concerns. But our cities are in the first instance trading centres for farming communities, to which access is had by road. And trade of the adjacent country is the mainstay of even most large Canadian cities and this can only be handled over the wagon roads. The city is the product of the country road more than of any other transportation agency. Railroads may help its growth by the way rolls they establish, by bringing it to business which without them would be done in small local centres, by offering advantages to industrial concerns. But our cities are in the first instance trading centres for farming communities, to which access is had by road. And trade of the adjacent country is the mainstay of even most large Canadian cities and this can only be handled over the wagon roads. The city is the product of the country road more than of any other transportation agency. Railroads may help its growth by the way rolls they establish, by bringing it to business which without them would be done in small local centres, by offering advantages to industrial concerns. But our cities are in the first instance trading centres for farming communities, to which access is had by road. And trade of the adjacent country is the mainstay of even most large Canadian cities and this can only be handled over the wagon roads. The city is the product of the country road more than of any other transportation agency. Railroads may help its growth by the way rolls they establish, by bringing it to business which without them would be done in small local centres, by offering advantages to industrial concerns. But our cities are in the first instance trading centres for farming communities, to which access is had by road. And trade of the adjacent country is the mainstay of even most large Canadian cities and this can only be handled over the wagon roads. The city is the product of the country road more than of any other transportation agency. Railroads may help its growth by the way rolls they establish, by bringing it to business which without them would be done in small local centres, by offering advantages to industrial concerns. But our cities are in the first instance trading centres for farming communities, to which access is had by road. And trade of the adjacent country is the mainstay of even most large Canadian cities and this can only be handled over the wagon roads. The city is the product of the country road more than of any other transportation agency. Railroads may help its growth by the way rolls they establish, by bringing it to business which without them would be done in small local centres, by offering advantages to industrial concerns. But our cities are in the first instance trading centres for farming communities, to which access is had by road. And trade of the adjacent country is the mainstay of even most large Canadian cities and this can only be handled over the wagon roads. The city is the product of the country road more than of any other transportation agency. Railroads may help its growth by the way rolls they establish, by bringing it to business which without them would be done in small local centres, by offering advantages to industrial concerns. But our cities are in the first instance trading centres for farming communities, to which access is had by road. And trade of the adjacent country is the mainstay of even most large Canadian cities and this can only be handled over the wagon roads. The city is the product of the country road more than of any other transportation agency. Railroads may help its growth by the way rolls they establish, by bringing it to business which without them would be done in small local centres, by offering advantages to industrial concerns. But our cities are in the first instance trading centres for farming communities, to which access is had by road. And trade of the adjacent country is the mainstay of even most large Canadian cities and this can only be handled over the wagon roads. The city is the product of the country road more than of any other transportation agency. Railroads may help its growth by the way rolls they establish, by bringing it to business which without them would be done in small local centres, by offering advantages to industrial concerns. But our cities are in the first instance trading centres for farming communities, to which access is had by road. And trade of the adjacent country is the mainstay of even most large Canadian cities and this can only be handled over the wagon roads. The city is the product of the country road more than of any other transportation agency. Railroads may help its growth by the way rolls they establish, by bringing it to business which without them would be done in small local centres, by offering advantages to industrial concerns. But our cities are in the first instance trading centres for farming communities, to which access is had by road. And trade of the adjacent country is the mainstay of even most large Canadian cities and this can only be handled over the wagon roads. The city is the product of the country road more than of any other transportation agency. Railroads may help its growth by the way rolls they establish, by bringing it to business which without them would be done in small local centres, by offering advantages to industrial concerns. But our cities are in the first instance trading centres for farming communities, to which access is had by road. And trade of the adjacent country is the mainstay of even most large Canadian cities and this can only be handled over the wagon roads. The city is the product of the country road more than of any other transportation agency. Railroads may help its growth by the way rolls they establish, by bringing it to business which without them would be done in small local centres, by offering advantages to industrial concerns. But our cities are in the first instance trading centres for farming communities, to which access is had by road. And trade of the adjacent country is the mainstay of even most large Canadian cities and this can only be handled over the wagon roads. The city is the product of the country road more than of any other transportation agency. Railroads may help its growth by the way rolls they establish, by bringing it to business which without them would be done in small local centres, by offering advantages to industrial concerns. But our cities are in the first instance trading centres for farming communities, to which access is had by road. And trade of the adjacent country is the mainstay of even most large Canadian cities and this can only be handled over the wagon roads. The city is the product of the country road more than of any other transportation agency. Railroads may help its growth by the way rolls they establish, by bringing it to business which without them would be done in small local centres, by offering advantages to industrial concerns. But our cities are in the first instance trading centres for farming communities, to which access is had by road. And trade of the adjacent country is the mainstay of even most large Canadian cities and this can only be handled over the wagon roads. The city is the product of the country road more than of any other transportation agency. Railroads may help its growth by the way rolls they establish, by bringing it to business which without them would be done in small local centres, by offering advantages to industrial concerns. But our cities are in the first instance trading centres for farming communities, to which access is had by road. And trade of the adjacent country is the mainstay of even most large Canadian cities and this can only be handled over the wagon roads. The city is the product of the country road more than of any other transportation agency. Railroads may help its growth by the way rolls they establish, by bringing it to business which without them would be done in small local centres, by offering advantages to industrial concerns. But our cities are in the first instance trading centres for farming communities, to which access is had by road. And trade of the adjacent country is the mainstay of even most large Canadian cities and this can only be handled over the wagon roads. The city is the product of the country road more than of any other transportation agency. Railroads may help its growth by the way rolls they establish, by bringing it to business which without them would be done in small local centres, by offering advantages to industrial concerns. But our cities are in the first instance trading centres for farming communities, to which access is had by road. And trade of the adjacent country is the mainstay of even most large Canadian cities and this can only be handled over the wagon roads. The city is the product of the country road more than of any other transportation agency. Railroads may help its growth by the way rolls they establish, by bringing it to business which without them would be done in small local centres, by offering advantages to industrial concerns. But our cities are in the first instance trading centres for farming communities, to which access is had by road. And trade of the adjacent country is the mainstay of even most large Canadian cities and this can only be handled over the wagon roads. The city is the product of the country road more than of any other transportation agency. Railroads may help its growth by the way rolls they establish, by bringing it to business which without them would be done in small local centres, by offering advantages to industrial concerns. But our cities are in the first instance trading centres for farming communities, to which access is had by road. And trade of the adjacent country is the mainstay of even most large Canadian cities and this can only be handled over the wagon roads. The city is the product of the country road more than of any other transportation agency. Railroads may help its growth by the way rolls they establish, by bringing it to business which without them would be done in small local centres, by offering advantages to industrial concerns. But our cities are in the first instance trading centres for farming communities, to which access is had by road. And trade of the adjacent country is the mainstay of even most large Canadian cities and this can only be handled over the wagon roads. The city is the product of the country road more than of any other transportation agency. Railroads may help its growth by the way rolls they establish, by bringing it to business which without them would be done in small local centres, by offering advantages to industrial concerns. But our cities are in the first instance trading centres for farming communities, to which access is had by road. And trade of the adjacent country is the mainstay of even most large Canadian cities and this can only be handled over the wagon roads. The city is the product of the country road more than of any other transportation agency. Railroads may help its growth by the way rolls they establish, by bringing it to business which without them would be done in small local centres, by offering advantages to industrial concerns. But our cities are in the first instance trading centres for farming communities, to which access is had by road. And trade of the adjacent country is the mainstay of even most large Canadian cities and this can only be handled over the wagon roads. The city is the product of the country road more than of any other transportation agency. Railroads may help its growth by the way rolls they establish, by bringing it to business which without them would be done in small local centres, by offering advantages to industrial concerns. But our cities are in the first instance trading centres for farming communities, to which access is had by road. And trade of the adjacent country is the mainstay of even most large Canadian cities and this can only be handled over the wagon roads. The city is the product of the country road more than of any other transportation agency. Railroads may help its growth by the way rolls they establish, by bringing it to business which without them would be done in small local centres, by offering advantages to industrial concerns. But our cities are in the first instance trading centres for farming communities, to which access is had by road. And trade of the adjacent country is the mainstay of even most large Canadian cities and this can only be handled over the wagon roads. The city is the product of the country road more than of any other transportation agency. Railroads may help its growth by the way rolls they establish, by bringing it to business which without them would be done in small local centres, by offering advantages to industrial concerns. But our cities are in the first instance trading centres for farming communities, to which access is had by road. And trade of the adjacent country is the mainstay of even most large Canadian cities and this can only be handled over the wagon roads. The city is the product of the country road more than of any other transportation agency. Railroads may help its growth by the way rolls they establish, by bringing it to business which without them would be done in small local centres, by offering advantages to industrial concerns. But our cities are in the first instance trading centres for farming communities, to which access is had by road. And trade of the adjacent country is the mainstay of even most large Canadian cities and this can only be handled over the wagon roads. The city is the product of the country road more than of any other transportation agency. Railroads may help its growth by the way rolls they establish, by bringing it to business which without them would be done in small local centres, by offering advantages to industrial concerns. But our cities are in the first instance trading centres for farming communities, to which access is had by road. And trade of the adjacent country is the mainstay of even most large Canadian cities and this can only be handled over the wagon roads. The city is the product of the country road more than of any other transportation agency. Railroads may help its growth by the way rolls they establish, by bringing it to business which without them would be done in small local centres, by offering advantages to industrial concerns. But our cities are in the first instance trading centres for farming communities, to which access is had by road. And trade of the adjacent country is the mainstay of even most large Canadian cities and this can only be handled over the wagon roads. The city is the product of the country road more than of any other transportation agency. Railroads may help its growth by the way rolls they establish, by bringing it to business which without them would be done in small local centres, by offering advantages to industrial concerns. But our cities are in the first instance trading centres for farming communities, to which access is had by road. And trade of the adjacent country is the mainstay of even most large Canadian cities and this can only be handled over the wagon roads. The city is the product of the country road more than of any other transportation agency. Railroads may help its growth by the way rolls they establish, by bringing it to business which without them would be done in small local centres, by offering advantages to industrial concerns. But our cities are in the first instance trading centres for farming communities, to which access is had by road. And trade of the adjacent country is the mainstay of even most large Canadian cities and this can only be handled over the wagon roads. The city is the product of the country road more than of any other transportation agency. Railroads may help its growth by the way rolls they establish, by bringing it to business which without them would be done in small local centres, by offering advantages to industrial concerns. But our cities are in the first instance trading centres for farming communities, to which access is had by road. And trade of the adjacent country is the mainstay of even most large Canadian cities and this can only be handled over the wagon roads. The city is the product of the country road more than of any other transportation agency. Railroads may help its growth by the way rolls they establish, by bringing it to business which without them would be done in small local centres, by offering advantages to industrial concerns. But our cities are in the first instance trading centres for farming communities, to which access is had by road. And trade of the adjacent country is the mainstay of even most large Canadian cities and this can only be handled over the wagon roads. The city is the product of the country road more than of any other transportation agency. Railroads may help its growth by the way rolls they establish, by bringing it to business which without them would be done in small local centres, by offering advantages to industrial concerns. But our cities are in the first instance trading centres for farming communities, to which access is had by road. And trade of the adjacent country is the mainstay of even most large Canadian cities and this can only be handled over the wagon roads. The city is the product of the country road more than of any other transportation agency. Railroads may help its growth by the way rolls they establish, by bringing it to business which without them would be done in small local centres, by offering advantages to industrial concerns. But our cities are in the first instance trading centres for farming communities, to which access is had by road. And trade of the adjacent country is the mainstay of even most large Canadian cities and this can only be handled over the wagon roads. The city is the product of the country road more than of any other transportation agency. Railroads may help its growth by the way rolls they establish, by bringing it to business which without them would be done in small local centres, by offering advantages to industrial concerns. But our cities are in the first instance trading centres for farming communities, to which access is had by road. And trade of the adjacent country is the mainstay of even most large Canadian cities and this can only be handled over the wagon roads. The city is the product of the country road more than of any other transportation agency. Railroads may help its growth by the way rolls they establish, by bringing it to business which without them would be done in small local centres, by offering advantages to industrial concerns. But our cities are in the first instance trading centres for farming communities, to which access is had by road. And trade of the adjacent country is the mainstay of even most large Canadian cities and this can only be handled over the wagon roads. The city is the product of the country road more than of any other transportation agency. Railroads may help its growth by the way rolls they establish, by bringing it to business which without them would be done in small local centres, by offering advantages to industrial concerns. But our cities are in the first instance trading centres for farming communities, to which access is had by road. And trade of the adjacent country is the mainstay of even most large Canadian cities and this can only be handled over the wagon roads. The city is the product of the country road more than of any other transportation agency. Railroads may help its growth by the way rolls they establish, by bringing it to business which without them would be done in small local centres, by offering advantages to industrial concerns. But our cities are in the first instance trading centres for farming communities, to which access is had by road. And trade of the adjacent country is the mainstay of even most large Canadian cities and this can only be handled over the wagon roads. The city is the product of the country road more than of any other transportation agency. Railroads may help its growth by the way rolls they establish, by bringing it to business which without them would be done in small local centres, by offering advantages to industrial concerns. But our cities are in the first instance trading centres for farming communities, to which access is had by road. And trade of the adjacent country is the mainstay of even most large Canadian cities and this can only be handled over the wagon roads. The city is the product of the country road more than of any other transportation agency. Railroads may help its growth by the way rolls they establish, by bringing it to business which without them would be done in small local centres, by offering advantages to industrial concerns. But our cities are in the first instance trading centres for farming communities, to which access is had by road. And trade of the adjacent country is the mainstay of even most large Canadian cities and this can only be handled over the wagon roads. The city is the product of the country road more than of any other transportation agency. Railroads may help its growth by the way rolls they establish, by bringing it to business which without them would be done in small local centres, by offering advantages to industrial concerns. But our cities are in the first instance trading centres for farming communities, to which access is had by road. And trade of the adjacent country is the mainstay of even most large Canadian cities and this can only be handled over the wagon roads. The city is the product of the country road more than of any other transportation agency. Railroads may help its growth by the way rolls they establish, by bringing it to business which without them would be done in small local centres, by offering advantages to industrial concerns. But our cities are in the first instance trading centres for farming communities, to which access is had by road. And trade of the adjacent country is the mainstay of even most large Canadian cities and this can only be handled over the wagon roads. The city is the product of the country road more than of any other transportation agency. Railroads may help its growth by the way rolls they establish, by bringing it to business which without them would be done in small local centres, by offering advantages to industrial concerns. But our cities are in the first instance trading centres for farming communities, to which access is had by road. And trade of the adjacent country is the mainstay of even most large Canadian cities and this can only be handled over the wagon roads. The city is the product of the country road more than of any other transportation agency. Railroads may help its growth by the way rolls they establish, by bringing it to business which without them would be done in small local centres, by offering advantages to industrial concerns. But our cities are in the first instance trading centres for farming communities, to which access is had by road. And trade of the adjacent country is the mainstay of even most large Canadian cities and this can only be handled over the wagon roads. The city is the product of the country road more than of any other transportation agency. Railroads may help its growth by the way rolls they establish, by bringing it to business which without them would be done in small local centres, by offering advantages to industrial concerns. But our cities are in the first instance trading centres for farming communities, to which access is had by road. And trade of the adjacent country is the mainstay of even most large Canadian cities and this can only be handled over the wagon roads. The city is the product of the country road more than of any other transportation agency. Railroads may help its growth by the way rolls they establish, by bringing it to business which without them would be done in small local centres, by offering advantages to industrial concerns. But our cities are in the first instance trading centres for farming communities, to which access is had by road. And trade of the adjacent country is the mainstay of even most large Canadian cities and this can only be handled over the wagon roads. The city is the product of the country road more than of any other transportation agency. Railroads may help its growth by the way rolls they establish, by bringing it to business which without them would be done in small local centres, by offering advantages to industrial concerns. But our cities are in the first instance trading centres for farming communities, to which access is had by road. And trade of the adjacent country is the mainstay of even most large Canadian cities and this can only be handled over the wagon roads. The city is the product of the country road more than of any other transportation agency. Railroads may help its growth by the way rolls they establish, by bringing it to business which without them would be done in small local centres, by offering advantages to industrial concerns. But our cities are in the first instance trading centres for farming communities, to which access is had by road. And trade of the adjacent country is the mainstay of even most large Canadian cities and this can only be handled over the wagon roads. The city is the product of the country road more than of any other transportation agency. Railroads may help its growth by the way rolls they establish, by bringing it to business which without them would be done in small local centres, by offering advantages to industrial concerns. But our cities are in the first instance trading centres for farming communities, to which access is had by road. And trade of the adjacent country is the mainstay of even most large Canadian cities and this can only be handled over the wagon roads. The city is the product of the country road more than of any other transportation agency. Railroads may help its growth by the way rolls they establish, by bringing it to business which without them would be done in small local centres, by offering advantages to industrial concerns. But our cities are in the first instance trading centres for farming communities, to which access is had by road. And trade of the adjacent country is the mainstay of even most large Canadian cities and this can only be handled over the wagon roads. The city is the product of the country road more than of any other transportation agency. Railroads may help its growth by the way rolls they establish, by bringing it to business which without them would be done in small local centres, by offering advantages to industrial concerns. But our cities are in the first instance trading centres for farming communities, to which access is had by road. And trade of the adjacent country is the mainstay of even most large Canadian cities and this can only be handled over the wagon roads. The city is the product of the country road more than of any other transportation agency. Railroads may help its growth by the way rolls they establish, by bringing it to business which without them would be done in small local centres, by offering advantages to industrial concerns. But our cities are in the first instance trading centres for farming communities, to which access is had by road. And trade of the adjacent country is the mainstay of even most large Canadian cities and this can only be handled over the wagon roads. The city is the product of the country road more than of any other transportation agency. Railroads may help its growth by the way rolls they establish, by bringing it to business which without them would be done in small local centres, by



# EXTRA CUTS FOR THE FARMER

In our frantic endeavor to sell the entire stock of

## THE CALEDONIAN DEPARTMENT STORE 401-403-405-407 Namayo Avenue EDMONTON - ALBERTA

We realize that we must have the help of the farmers.

Ever since this stock was turned over to THE INTERNATIONAL BROKERAGE & SALE CO., which occurred on the 11th day of the present month, we have kept sixty live, hustling clerks busy handing out these goods, and still our force and room space has been entirely inadequate to accommodate the ever-increasing throng who have daily attended this sale, as we have been forced to turn hundreds upon hundreds from the doors unserved.

**WE MAKE GOOD ON EVERY POINT.** In taking over this great store we entered into a contract, by the terms of which we are FORCED TO SELL THIS ENTIRE STORE IN JUST SIXTEEN DAYS. A gigantic task, you will say, but not so bad nor so hard to do as you would think. When once you see the crowd of buyers, and the ridiculously low prices we have placed on these goods, you will understand that our task is not so difficult. WE DO AS WE PROMISE. That explains it all.

### Hot Shots for Wednesday, Thursday and Friday

#### Towels

50 dozen Turkish Towels, regular 20c sellers, large and heavy, to be handed out for these three days at (an extra good buy) - 8c each

#### Parasols and Sunshades

No cut too deep for us to make to clean out the stock. A special line of extra nice ones, all colors, that we found priced at \$1.25, we shall bring out for these three days at - 68c

#### Dress Goods

5,000 yards Panamas, Serges, Satin Cloths, Nuns' Veiling and Cashmere, every color. These goods sold for 50c and 60c per yard, yours now for - 27c

30 pieces Heavy Scotch Tweed, just the goods for heavy wear and school dresses. These goods were intended for the early fall trade, and always sell for 75c yard. Our price, as long as they last - 48c yard

5,000 yards best English Prints that we have to be sure that all should get their share. 15c is the price, always and everywhere, but we sell them for - 5c yard. These goods sold for 50c and 60c per yard, yours now for - 27c

Canned Corn and Peas - 150 cases still in stock which we have held back for this special purpose. Per can - 8c

3,000 yards 10c, 12c and 15c Summer Muslins, must all go this week. To be sure that they do go we make the price - 8c yard

#### Groceries

Ten dozen Men's Wool Sweaters, regular \$2.75 to \$3.50 sellers. For these three days all are to go at the same price - \$1.93

Western King Overalls, pair - 83c

Western King Smocks, each - 83c

75c Wool Shirts, extra heavy, each - 44c

#### Ladies' Wool Hose

600 pairs Ladies' Wool Cashmere Hose, extra fine and good. We found them priced at 35c. While they last they go at - 19c pair

#### Men's Work Clothes

Ten dozen Men's Wool Sweaters, regular \$2.75 to \$3.50 sellers. For these three days all are to go at the same price - \$1.93

Western King Overalls, pair - 83c

Western King Smocks, each - 83c

75c Wool Shirts, extra heavy, each - 44c

#### Wool Blankets

Two extras that have never been equalled. 50 pairs only Fine White Blankets, made from the finest of pure wool. You always pay \$4.50 for them everywhere, but for three days only you get them for the pair - \$2.88

100 pairs some coarser than above, but very good, and all wool. Regular \$2.75, for three days - \$1.89

This great sale offers the ideal opportunity for the farmer to lay in his supplies for the winter, as all kinds of goods are being unloaded at prices that mean great savings to the buyers, but spell ruin to high prices. Many of the goods are of the new fall deliveries, and you may be sure of finding just what you want at just about your own price.

## THE INTERNATIONAL BROKERAGE & SALE CO.

MEAKER & COCHRAN, Managers.

IN CHARGE.

#### THE PEOPLE ARE FOR THE BUDGET

Daily Mail Admits That Government is Gaining—A Chance of Front.

London, Aug. 8.—A bombshell was exploded in British politics last week and practically changed the whole aspect of the situation in regard to David Lloyd-George's budget.

The Chancellor of the Exchequer has been under fire since he introduced the financial proposals in spring, a fight which has been growing more bitter every week. Not for years has a political question in England given birth to such a flood of personal invective as the present discussion of the budget. His opponents, especially Mr. Lloyd-George, have now reached the point of describing him as a Jack Cade, and, in the bitterness usually engendered by approaching defeat, are likely to go even farther in their invective.

"Mr. Lloyd-George seems, I do not know why, to have a special grudge against Dukes," writes Lord Abergavenny to a correspondent. "They are twenty-five in number, and he continually criticizes them, while of those twenty-five he would only bring in, say, from £20,000,000 to £30,000,000, and affect our taxation for one or two years; after which everything would go on as before, but with this unfortunate difference that the security of property would have been shaken, enterprises and thrift would have been discouraged, and capital driven out of the country."

The Duke of Portland, one of the greatest London landowners, has been silent until now, but when he did speak Grice resented to such a degree that he addressed a meeting of his tenants at Welbeck Abbey and delivered himself of his opinion on the budget. The Chancellor's speech, he said, "rests with me as a sorrow, and a mortal measure of contempt."

But a blow was dealt the Unionist party which has thrown it into complete disarray, horse, foot and armor—in other words, political and commercial. The admission by the Daily Mail that the country generally is not sympathizing with the hard case of the due and other landowners menaced by Mr. Lloyd-George, but, on the contrary, is well-concerned with the promises of an ambassador of the lot of other classes in the population promised by the budget.

Coming from a paper which had hitherto been strongly denunciatory of Lloyd-George, this was a political sensation on a grand scale. The attitude of the Daily Mail is taken by friends and foes alike to mean that David Lloyd-George's is the winning side—the side on which are the big, the lumberman, is the buyer and seller, respectively, of the Canadian

#### FOREST CREATION.

By R. H. Campbell, Superintendent of Forestry, Ottawa.

Municipal forests are becoming live subjects in literature, as it is hoped they will be before long in other parts of the Dominion. An evidence of the interest aroused in the subject was given lately at a meeting of representatives of North-eastern British Columbia, held at Coburg, at the call of the council of the United Counties.

In these two countries there are about 15,000 acres of sandy land, this area extending from Burkettton, on the C.P.R., to Rice Lake, and forming an irregular strip of land in length and from half a mile to four miles in width. Originally a fine growth of pine covered this land. After this was cut off farming operations were carried on for some years with fair success, but later the land has steadily been growing poorer and very few farmers are now left.

Buildings and fences have been left to go to ruin, fields and the watershed between the two lakes have been brought about by the sand. Moreover, this land is being covered by the sand.

In the United States, too, action is

taking along this line, the State Legislature of Minnesota having passed an act authorizing municipalities to purchase land for the purpose of creating municipal forest reserves.

#### USED OIL TO LIGHT FIRE

Drogged Out Children From the Burning Home.

Montreal, Que., Aug. 13.—Prompt and heroic action on the part of Mrs. M. L. Ranger alone saved her two small children from terrible death in flames which almost destroyed the family home, 13th avenue, Lachine, last night. With her little ones out in a simple bed she started in the same evening with Mrs. Ranger away from home. Accidental ignition of kerosene which was being used to start a fire in the kitchen stove was the direct cause. In some way which Mrs. Ranger was unable to express she had ignited the oil which was fired and in an instant the entire room was a huge furnace of flames. Through inferno Mrs. Ranger succeeded in dragging her children to the street, only to fall unconscious when they were in safety.

#### GOOD STRIKE IN NOVA SCOTIA

Halifax, N.S., Aug. 11.—Reports of another gold strike in the eastern part of Halifax county have reached the city. This time the strike was made at Meagher's Grant, and it is understood the find is a very good one. For some time past it had been known that rich beds of arsenic were situated near Meagher's Grant. Three weeks ago prospectors took up a number of claims and started working for arsenic. A good deal of quartz was struck, and some gold was found, but the miners were unable to get a good grade.

Miners who have seen samples of the ore pronounce it to be the best they have ever seen. Men were engaged to work the claim, and it was not until yesterday that the startling discovery was made that a vein of arsenic was situated in the rock, and this proved to be not only rich in arsenic, but had a larger percentage of gold.

#### GRECO-TURKISH WAR INEVITABLE

Vancouver, Aug. 13.—Property owned, since 1885 by the late ex-Mayor Templeton and his estate at the corner of Hastings and Carrall streets, was sold yesterday for a record sum of sixty thousand dollars (\$165). This originally bought for \$400 and today was the first time it has changed hands. It is 61 by 82 feet. G. Ford, the Ottawa, lumberman, is the buyer and seller, respectively, of the Canadian

plantation made in Durham County about four years ago on sand land, such as that just spoken of, is now making good growth.

Among the speakers at the meeting of the faculty of forestry of the University of Toronto; and Messrs. L. J. Zavitz, forester of the Ontario Department of Agriculture, and Thomas Southworth and James Lawler, president and secretary, respectively, of the Canadian

#### TO PUMP IN NEW GERMAN FARMERS

Gigantic Colonization Scheme Undertaken by German and English Capitalists

Toronto, Ont., Aug. 11.—A practical effort to follow Kipling's advice concerning the colonization of Western Canada will be made by the Robins Limited, a local real estate firm, who have launched a scheme of importing a splendid class of German settlers.

Britton Foster, manager of the firm, is leaving Toronto tomorrow for the purpose of opening branch offices in Winnipeg, Calgary and Edmonton in connection with the movement. On a recent trip abroad B. Robins, one of the partners, was in Germany, investigating the proposition to relieve the congested condition in that country by colonizing the Canadian west. The idea is new entirely and the largest land sale venture ever attempted.

The Germans and English financiers of the scheme have secured immense tracts of western land which has been staked into farms upon which it is the purpose to locate industrial German farmers, settling them on an easy payment plan. A guarantee that each farm will come up to a certain standard will go with each acre.

#### NEW NAVY TUG CAPSIZED.

Three of Crew of the Nezinscot Were Drowned Off Halibut Point, Cape Ann.

Rockport, August 12.—In staggering round before a westerly gale and loaded to her gunwales with anchors, the naval tug, Nezinscot, Captain Evans, bound from Portsmouth for Boston, capsized off Halibut Point, Cape Ann, at 5:30 yesterday, carrying down three members of the crew and compelling the others to take to the boats.

Those drowned were: Cook White, Seaman Taylor and an unknown colored man.

The second officer, the captain's wife and her little boy and four of the crew landed at Lanesville at 7:30, and found that Capt. Evans and several seamen were drifting out to sea before the gale on the life raft. Half an hour later a dozen fishing boats put out from here as well as the life-saving crews from Straits Mouth and Gloucester, to rescue the men adrift.

The Nezinscot left Portsmouth at 3 a.m. yesterday with a cargo of an iron and steel vessel destined for the battleship Misaki.

The tug was a boat of low free board and her cargo brought her down until her decks were nearly awash. She was manned by three officers and a crew of about ten men. Captain Evans was in command. He hails from Quincy, Mass., and has been in charge of many battleships for the Fore River Shipbuilding Company, and their trials on the New England coast.

The western gale was blowing when the Nezinscot left Portsmouth, so Captain Evans hugged the shore as far as possible, keeping close to the land, and was able to get into the harbor of Ipswich. He had been unable to get into the large cities of the United States. But he came out of the harbor of Ipswich and began to roll. Off Halibut Point a big sea bore the little boat over the deck, and she became helpless. Captain Evans ordered the single boat away as the tug swung off and put it in the second officer and the captain's wife and little boy, who were swimming alongside, aboard.

Scarcely had the boat dropped into the tumbling seas than the Nezinscot lurched and plunged under the waves. The captain, surgeon, engineer and the four of crew, one of whom was a hand sailor, were aboard a life boat which had been cut away. Then it was found that three of the tug's men had gone down.

The Nezinscot's boat was being towed ashore when the life craft was driven seaward by the gale. The boat landed at Lanesville at 7:30 a.m. and the second officer immediately identified two missing sailors. The man who had been lost was a native of Scotland.

Paris, Aug. 13.—Fear of Greco-Turkish war has led powers to double the number of warships stationed at Crete.

#### CITY PLAYGROUNDS FOR THE CHILDREN

How the Movement Has Spread in the Cities in the Country to the South.

In weather south as that we are now experiencing the necessity of playgrounds for the city children is forced upon all observers, says the Toronto-Mail and Empire. If any one doubts that such breathing spaces are needed, let him take a trip through the city clubs and parks, and compelling the others to take to the boats.

Those drowned were: Cook White, Seaman Taylor and an unknown colored man.

The second officer, the captain's wife and her little boy and four of the crew landed at Lanesville at 7:30, and found that Capt. Evans and several seamen were drifting out to sea before the gale on the life raft. Half an hour later a dozen fishing boats put out from here as well as the life-saving crews from Straits Mouth and Gloucester, to rescue the men adrift.

The Nezinscot left Portsmouth at 3 a.m. yesterday with a cargo of an iron and steel vessel destined for the battleship Misaki.

The tug was a boat of low free board and her cargo brought her down until her decks were nearly awash. She was manned by three officers and a crew of about ten men. Captain Evans was in command. He hails from Quincy, Mass., and has been in charge of many battleships for the Fore River Shipbuilding Company, and their trials on the New England coast.

The western gale was blowing when the Nezinscot left Portsmouth, so Captain Evans hugged the shore as far as possible, keeping close to the land, and was able to get into the harbor of Ipswich. He had been unable to get into the large cities of the United States. But he came out of the harbor of Ipswich and began to roll. Off Halibut Point a big sea bore the little boat over the deck, and she became helpless. Captain Evans ordered the single boat away as the tug swung off and put it in the second officer and the captain's wife and little boy, who were swimming alongside, aboard.

Scarcely had the boat dropped into the tumbling seas than the Nezinscot lurched and plunged under the waves. The captain, surgeon, engineer and the four of crew, one of whom was a hand sailor, were aboard a life boat which had been cut away. Then it was found that three of the tug's men had gone down.

The Nezinscot's boat was being towed ashore when the life craft was driven seaward by the gale. The boat landed at Lanesville at 7:30 a.m. and the second officer immediately identified two missing sailors. The man who had been lost was a native of Scotland.

Paris, Aug. 13.—Fear of Greco-Turkish war has led powers to double the number of warships stationed at Crete.

upon the young. Seeing that mainly exercises are cultivated, that good manners are taught, that worthy aims are pursued, and that the mind is developed for good. So well thought I am that the play-ground movement on the other side of the line that some people do not wait for the municipal authorities to initiate it.

The cost of playgrounds in the cities in which they have been established is large or small, according to the value of property in those centres of population. Many cities have gone ahead, and have purchased the land and equipped the grounds, making special financial provision for the work.

It is a good-sized crowd that can be gathered in the hours of leisure that can be desired. The game is popular, and the pleasure at the victory of the team over the Robin Hood.

For this week, now, "Bullring" games are to dominate the city's street cars. While it has long since abandoned its ship aspirations, there is still the desire to take a fall out of the city and demonstrate beyond a doubt that there are real ball players on the scene.

Score by innings—  
Edmonton ..... 0  
Moose Jaw ..... 0  
Red Deer ..... 0  
Calgary ..... 0

Summary—Three base hits

base on balls, off Gladys L. Gilk

struck out, by Gilchrist 4, Gladys

stolen bases, Brennan, Parker,

Ward's sacrifice hit, Glendinning,

umpires, Burridge, Currie and

stead.

#### SPORTING NEWS

##### BASEBALL.

(Saturday's Daily)



STRIKERS' FI  
COMPANY'S

Pittsburg Steel Strikers  
More Serious Aspects  
Breakers Object of

Pittsburg, Penn., Aug. 15.—A steamer, *Steel Queen*, of Pressed Steel Company, this morning while Ohio River with the engine room open, because of mistreaming. About 300 strikers opened fire on the boat was yet in midstream lets, mostly from revolvers made a great splashing and it was difficult for the crew and about 100 men restrained from jumping.

So hot was the fire running the boat decided to enter the bullet zone of the Allegheny river, while a score of stable rode down the river banks, and with the butt ends of forced them to retire.

More Workers  
During the day 200 additional men came by special train and were hurried in. Later in the day the Pittsburg Car Company, which is in the plant, was rapidly moving out, and it show that they were turning work. The strikers stop cars. It is claimed that night a fire company shots into the high bank rounding the mills, intercepting the men inside the this is denied by strike leaders. This afternoon a committee visited the U.S. authorities calling attention that the boats being company for transfer breakers carried no license to traffic, and they that the fine of \$500 provided for be enforced.

SCIENTIST HEALER NO  
No Trouble Exists Between  
and Mrs. Stetson

Boston, Mass., Aug. 15.—For the Christian Scientist Mrs. Mary Baker G. E. Farlow here today denied Mrs. Auguste Stetson had left the practice of her First Church in New York as head of the church.

There is absolutely no between Mrs. Stetson and Dr. Carl H. Farlow. The statement that she has done anything to evict Mrs. Farlow and her followers from the bylaws provide that the church shall not further occupy rooms and the adjacent building out of the church basement.

Heretofore, this was a matter of convenience, it is said upon that in some instances families did not their buildings and it was customary to use of these apartments, regarded as a matter of expense.

"It was, of course, a matter of convenience, but the tolerance did not well, so that it was found to conform to the law."

INDIAN ASSASSIN EX  
Madar Dhinga, who Killed  
Wyllie and Dr. Lascala  
London, Aug. 15.—Made the Indian student, who Curzon Wyllie and Dr. Lascala in a spectacular manner at the institute July 1, was hanged in prison the morning. The crime was the necessary extra police. Disdained himself a maniac, no signs of fear. He declined to take of breakfast and was scolded calmly and quietly instantaneously.

THIS PROPOSITION IM  
French Aviator Says Can  
Ocean in Aeroplane

Paris, Aug. 18.—One in his opinion, flying the Atlantic in a plane is fantastic in the present science of aviation, which has yet been up in the air. M. Blériot discusses the question further.

FIRE PROTECTION IN  
London, Ont., Aug. 17.—The city's jury investigating the Clara Andrews in the Hanover fire, found the city and company responsible for the poor protection.

Washington, D.C., Aug. 17.—Authentic information of the naval court of inquiry investigated the cause of the Lt. James N. Sutton, of the *U.S. S. Massachusetts*, was obtained from the court's decision varies. His decision from the first hearing.

Machinists, Blacksmiths  
and Boilermakers

ORNAMENTAL IRON WORK, BANK RAILINGS, FIRE ESCAPES, HEAVY BLACKSMITH WORK, MACHINISTS' WORK IN ALL BRANCHES. IN FACT, ANYTHING IN IRON OR BRASS. REPAIRING, THRESHING MACHINERY A SPECIALTY.

CALL OR WRITE 785-787 JASPER EAST. PHONE 1038.

**MacGregor Bros. Iron Works**

## EDMONTON NEWS

## LOCAL.

Hugh Irwin, the personal friend of Agreola, presented the Bulletin Friday with several heads of fine six-rowed barley which is ripe enough to cut. The barley averages sixty grains to the head.

Rev. T. Dewar, assistant to Rev. S. White, in the mission work of the Anglican Church at Fort Vermilion, on the Peace River, 700 miles north of Edmonton, is in the city for a brief visit after his first year's experience in the north.

H. Bragg, vice-president and managing editor of the Canadian Municipal Journal and Telephone News of Montreal, is in the city today. He came to attend the annual convention at Regina and is making a tour of the West before his return home.

John Parker, a tinsmith, thinks there is reason for alarm at the attack which is being made on the wild cherry trees by some unknown grub. The fruit is most subject to attack, the insect operating by eating its way into the heart of the cherries and causing it to wither.

The Methodist parsonage, Janefield, on Wednesday, August 4th, Almon C. Hamilton, of Edmonton, was united in marriage to Miss Minnie Sherman, of Toronto. The pastor of Rev. W. B. MacLeod, of Vegreville, conducted the ceremony, the happy couple drove to their new home at Viking, Alberta.

**RUSHING THE C.N.R. GRADE.**  
A. W. Gustafson, locomotive engineer of the C.N.R., on the Vegreville-Calgary line is in the city Friday and registered this afternoon. Mr. Gustafson informed the Bulletin that the grading work on the C.N.R. branch is finished as far as Camrose and his outfit is now being moved to Stettler.

**PARTY HAS HARD LAY OUT.**  
A Sound Bend Wash., newspaper of recent date contains the following items relative to the marriage of a prominent Edmonton business man:

"The wedding was celebrated in the new Presbyterian church, the place on Friday, July 30th, the pastor Rev. G. William H. Smith, D.D., officiating. The contracting parties were Mr. Arthur Archibald, of Edmonton, Alberta, Canada, and Miss E. G. Wilson, of Toronto, Canada. The relatives of the bride present were her sister, Mrs. J. H. Davidson, of Dawson, Yukon Territory, and her brother, Mr. F. H. Wilson, a well-known resident of this county and at whose home the bridal party met. The customary gift of a Bible together with an engraving of the church were presented to the bride. Mr. and Mrs. Archibald will visit the principal coast cities as far north as Skagway, returning to Edmonton by the 1st of September."

**ITALIAN IMMIGRATION OFFICES.**  
Professor Attolico, of Rome, the inspector of immigration to North America for the Italian government, is a guest at the Alberta. Professor Attolico is accompanied by Dr. Paul Fabre of Montreal, the C.P.R. general immigration agent.

When interviewed by the Bulletin, Professor Attolico, who speaks English fluently, told the reporter that his visit to Canada. He has visited all the principal eastern cities of the Dominion in an endeavor to ascertain the exact condition of the labor market for the formation of the Italian government.

"There is no great demand in this country for immigrants of other than agricultural classes. The evidence of industrial development which I have met with in the West are simply amazing. Industrial development is bound to follow close upon such a wonderful agricultural movement."

Professor Attolico expects to meet Hon. Sydney Fisher here. The latter was absent from Ottawa when Professor Attolico visited that city.

Professor Attolico is in his way to the coast, where he has been invited to speak at the railway company for an elevator at that point, with the result that several competing firms were promised to build them. The Canadian Ginn Company will build the elevator which is the sixth which the company has on the C.N.R. line.

Mr. Clarke has been in the West for about two months and is looking for a place to open a grocery and hardware store. He has contracted to build several elevators in Manitoba and Saskatchewan but expresses an inclination to make his headquarters in Edmonton.

**TO ORDER MORE STREET CARS.**  
In the course of the next week or two, Superintendent Taylor of the street railway, will ask the council for authority to order about half a dozen new cars for use on the city and interurban system. There are now here 20 passenger cars, but with the new power plant in operation and the completion of all the contemplated railway extensions, there will be need for more cars. The season will be opened in plenty earlier as early as possible, and the manufacturers may have all possible time to complete the cars.

**NORMAL SCHOOL APPLICANTS.**

D. S. McDonald, deputy minister of Education, is in Calgary today on a matriculation in connection with the normal school. An inquiry at the department this morning the Bulletin learned that the applications for admission to the normal school were not open until August 23rd, it is expected that the applications will greatly exceed the 100 mark.

**OLD ENGLISH STATUE SUSTAINED.**

The old English statue of George Washington, which presented a somewhat dilapidated appearance, was repaired and stands in the same position as before.

**CONTRACT FOR TWO BRIDGES.**

Charles May, of the May-Sharp Construction Company, returned from Winnipeg this morning, where he was the successful tender for the concrete work on the G.T.P. bridges over Wolf Creek and the McLeod River.

Mr. McLeod's representative,

Mr. Jerome's office, and had met him on the night before. Mr. McLeod said that he will have a great many difficulties regarding combinations against him, which would not have gotten rid of.

Evelyn Neatly Thaw and Mr. Britton D. Evans, Thaw's chief almonist, reviewed the evidence made in the trials. One of his arguments was a personality that had not appeared in the hearing.

"I have been Mr. Thaw's attorney for a year and a half," said Mr. Evans, "and we have had a great many difficulties. If we had been as suspicious as has been stated, if he had had delusions regarding combinations against him, which would not have gotten rid of.

Appeals have come into the department for telephone extension in new localities in the south end Mr. Stocks will shortly make a trip through the south to look into the requirements in this line.

**PROTEST TO MEET HERE.**

The sixth annual convention of the Alberta and Eastern B. C. Press association will be held at Edmonton, September 6th and 7th. Arrangements are being made to have the Hon. J. S. Willison, editor of Toronto News, speak at the meeting.

John Parker, a tinsmith, thinks there is reason for alarm at the attack which is being made on the wild cherry trees by some unknown grub. The fruit is most subject to attack, the insect operating by eating its way into the heart of the cherries and causing it to wither.

The big engine, arrives.

The big 1,800 horse-power Goldie-McCulloch engine, which will operate the street lighting and power plant, has arrived in the city and is now being unloaded at the powerhouse. The erection of the engine will be commenced at once, and it will be ready for use in September.

The boiler for this engine are now installed.

**FOUR CARS ON INTERURBAN.**

During next week Street Railway Superintendent Taylor is arranging to run four cars on the interurban services. These cars will be in operation every afternoon and evening during the week, and it is likely they will be kept permanently on the line.

The special reason for the four cars is the fact that Parker's Wombleton will exhibit four for a month.

Other cars will be put into service.

**WORK STARTS ON SHOPS.**

Work commenced Thursday on the construction of the \$75,000 workshops and round house which are to be built by the G. T. P. on the property of the Canadian Pacific.

The location of the railway building has been a matter of great interest to Edmonton citizens and especially to the owners of northern subdivisions. It transpired this morning when the work of excavating began that the pier which will be central in the McLeod River bridge will rise to main level of the river.

Justus Mills allowed Thaw to remain in the local jail until his application is decided.

**RAID ON LONDON BANKS.**

Daring Attempt to Secure Over Half

London, Aug. 9.—A daring attempt was made recently to defraud four banks of \$100,000.

The banks in question each received

on the same morning a cablegram from Rio de Janeiro in the bank cipher.

properly authenticated by secret code words, directed to Mr. John Allison, manager of the bank mentioned, whose address was given at a Bloomsbury hotel, the sum of nearly £30,000, to charge the senders of the cablegram with the amount.

A call was first made at the Russian

Bank in Grosvenor square.

Trade and Commerce Bank and

the Royal Bank of Canada, and

the Bank of Montreal, all members of the British Empire, all members of the British Association for the advancement of science. The 79th annual convention of the association will be held in Winnipeg this year for the first time since 1901.

The location of the railway building has been a matter of great interest to Edmonton citizens and especially to the owners of northern subdivisions. It transpired this morning when the work of excavating began that the pier which will be central in the McLeod River bridge will rise to main level of the river.

Communication was opened with Rio de Janeiro, and it transpired that the cablegram was forged and had been sent by a man who was formerly an employee of the South American bank.

Meanwhile three other men had called at three other banks on similar errands, but with no more success than that achieved by the first.

The city police, as soon as they received notification of the facts, advised the citizens to be on the alert.

The Royal Bank of Canada, and other banks throughout the country of the form of fraud which the men were attempting to practice.

Communication was opened with Rio de Janeiro, and it transpired that the cablegram was forged and had been sent by a man who was formerly an employee of the South American bank.

Meanwhile three other men had called at three other banks on similar errands, but with no more success than that achieved by the first.

The city police, as soon as they received notification of the facts, advised the citizens to be on the alert.

The Royal Bank of Canada, and other banks throughout the country of the form of fraud which the men were attempting to practice.

A description of the caller at the Russian bank has been secured. He is described as being of powerful build, with a large mustache, wearing a black coat, white shirt, and a blue bow tie.

The man was seen in the lobby of the bank, and it was observed that he was attempting to practice.

Communication was opened with Rio de Janeiro, and it transpired that the cablegram was forged and had been sent by a man who was formerly an employee of the South American bank.

Meanwhile three other men had called at three other banks on similar errands, but with no more success than that achieved by the first.

The city police, as soon as they received notification of the facts, advised the citizens to be on the alert.

The Royal Bank of Canada, and other banks throughout the country of the form of fraud which the men were attempting to practice.

A description of the caller at the Russian bank has been secured. He is described as being of powerful build, with a large mustache, wearing a black coat, white shirt, and a blue bow tie.

The man was seen in the lobby of the bank, and it was observed that he was attempting to practice.

Communication was opened with Rio de Janeiro, and it transpired that the cablegram was forged and had been sent by a man who was formerly an employee of the South American bank.

Meanwhile three other men had called at three other banks on similar errands, but with no more success than that achieved by the first.

The city police, as soon as they received notification of the facts, advised the citizens to be on the alert.

The Royal Bank of Canada, and other banks throughout the country of the form of fraud which the men were attempting to practice.

A description of the caller at the Russian bank has been secured. He is described as being of powerful build, with a large mustache, wearing a black coat, white shirt, and a blue bow tie.

The man was seen in the lobby of the bank, and it was observed that he was attempting to practice.

Communication was opened with Rio de Janeiro, and it transpired that the cablegram was forged and had been sent by a man who was formerly an employee of the South American bank.

Meanwhile three other men had called at three other banks on similar errands, but with no more success than that achieved by the first.

The city police, as soon as they received notification of the facts, advised the citizens to be on the alert.

The Royal Bank of Canada, and other banks throughout the country of the form of fraud which the men were attempting to practice.

A description of the caller at the Russian bank has been secured. He is described as being of powerful build, with a large mustache, wearing a black coat, white shirt, and a blue bow tie.

The man was seen in the lobby of the bank, and it was observed that he was attempting to practice.

Communication was opened with Rio de Janeiro, and it transpired that the cablegram was forged and had been sent by a man who was formerly an employee of the South American bank.

Meanwhile three other men had called at three other banks on similar errands, but with no more success than that achieved by the first.

The city police, as soon as they received notification of the facts, advised the citizens to be on the alert.

The Royal Bank of Canada, and other banks throughout the country of the form of fraud which the men were attempting to practice.

A description of the caller at the Russian bank has been secured. He is described as being of powerful build, with a large mustache, wearing a black coat, white shirt, and a blue bow tie.

The man was seen in the lobby of the bank, and it was observed that he was attempting to practice.

Communication was opened with Rio de Janeiro, and it transpired that the cablegram was forged and had been sent by a man who was formerly an employee of the South American bank.

Meanwhile three other men had called at three other banks on similar errands, but with no more success than that achieved by the first.