THE MORNING OREGONIAN, THURSDAY, MARCH 22, 1906.



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Expert Engineer Heads Off Agreement for Upper Deck on Bridge.

CONFERENCE IS POSTPONED

Port of Portland Grants President Levey Time in Which to Have

> the Project Thoroughly Investigated.

The Williamette bridge question is still unsettled. It was confidently believed by enday. Ralph Modjeski, the expert engineer, at Chicago, headed off the anticipated agree-ment and, upon request of President Le-vey, of the Portland & Seattle Rallway Company, the conference arranged for be-tween the Port of Portland and the raiitween the Port of Portland and the ram-road representatives at 4 o'clock was post-poned indefinitely. Engineer Modjeski's relegram stated that in his opinion the addition of an upper deck to a draw as long as that demanded by the Port of Portland would be too cumbersome for satisfactory operation, and upon the strength of this advice President Levey usked for time in which to fully investi-gate the matter, so that no possible mis-take will have been made when negoliatake will have been made when negotia-tions are finally closed and the bridge eventually completed

According to information gleaned today the Willkamette bridge will have the long-est draw span in the world. Plans of the tailraad company engineers show that its length will be 522 feet, or two feet more than the length of the immense bridge cossing the Missouri River at Omaha, for the present. In his telegram Engineer Modjeski states that an upper deck will add from 25 to 20 per cent to the weight of the draw and that necessarily it could not be operated as rapidly and promptly as if lighter.

Would Leave Draw Open.

Another feature brought out yesterday was that if the bridge is constructed as a railroad bridge only, the draw may be kept open most of the time, excepting when trains are due to cross the river. If equipped with a highway for wagon traffic, street-cars and pedestrians, the draw would have to remain closed at all imes excepting when permitting vessels a pass up and down the river. Steamtmen say that with the draw open except when trains are crossing or about to cross, the bridge will practically be no obstruction at all to navigation, and it is hooked upon as a forceful and logical ar-nument against the upper-deck proposi-tion. In this connection President Levey institute negation that his people are as institute and the same interests in Portland to see that the waterways are kept open, for the shipping of the port has a great deal to do with the success of the satisfierd. ated last night that his people are as the rallroads.

In reference to the postponement of the conference and his telegram from Engl-neer Modjeski, President Levy said:

have been exchanging telegrams with our orde in the East, and before definite con-ision can be reached, it is necessary to send 51. Paul a complete copy of the proposed mentice. Howard Elibott, president of the settiern Facilie, is now in Montana, and it necessary to delay matters until Mr. Elibott clies. St. Paul, where he can discuss the silion with the Great Northern people and its Mr. Moddeski, the bridge angines

through a comparatively smooth sea with fine weather. She brings 60 pas-sengers and a full cargo of miscel-laneous freight. Skipper Not So Slow After All.

ABERDEEN, Wash., March 2L-(Spe-cial.)-Although Captain Spicer, of the schooner Ariel, which reached port Mon-day eight, lost in his race at sea with Captain Trainer, of the Benecia, he is still one point ahead of the winner of the money, as one of Hoquiam's daughters was eagerly and anxiously waiting and watching for the arrival of the yessel on its long trip, and now that it is safely in port a wedding will soon follow.

Captains File Their Reports.

Captain Doran, of the steamship Colum bia, and Captain Weber, of the steam schooner Despatch, appeared before the local inspectors of hulls and bollers yesterday and filed reports concerning the collision between the two hoats at the mouth of the Willamette Tuesday afternoon. The nature of the reports were not given out, but it is understood both co-incide on the point that the accident was unavoidable.

Elder Is Empty of Cargo.

Captain W. H. Baker has succeeded Captain W. H. Basker has succeeded in emptying the wrecked steamer Geo. W. Elder of her cargo and is now building coment bulkheads around the broken plates in the bottom. The co-ment will be left to Barden for about settled. It was confidently believed by parties interested that the matter uid come to a favorable conclusion yes-day afternoon, but a telegram from hear Goble.

Contract Let for New Towboat.

The Shaver Transportation Company has let a contract to the Portland Ship-building Company for a new towboat, to be 120 feet long, 24 feet wide and 5½ feet deep. James Monks has been given the contract for building the boller. The beat will be used for towing log rafts on the Lower Columbia,

Will Bring Cement From Hamburg.

Meyer, Wilson & Co. yesterday chartered the British bark Bankburn, 1252 tons, to load cement at Hamburg for Portland. She will carry about 14,000 barrels and will be due here in October if all goes well.

Marine Notes.

The steamer Daisy Mitchell sailed from Linnton yesterday for San Fran-cisco with 556,000 feet of lumber. Part of the cargo was taken on at Tongue Point.

Major Leo Febiger, Inspector-General, is in the city inspecting the ac-counts of the various Government offices. He visited the Custom-House yesterday.

The recent change to normal cendition following the heavy storm has caused a small rise in the Willamette, amounting to about a half foot at Eugene and Albany and a little less at Portland. District Porecaster Beals says the rise will probably continue for a few days.

L. E. Burdick, assistant observer in the Weather Bureau, has taken a year's

Due to Arrive.	
Steamer-From.	13
Northland, San Francisco	Ma
*Arabla, Orient	.Ma
Roanoke, Los Angeles	Ma
Senator, San Francisco	. Ma
Columbia, San Francisco	Ma
Alliance, Eureka and way	Ma
*Aragonia, Orient	Apr

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l	Steamer-Destination.	Dat	÷
1	P. A. Kilburn, San Francisco.	Mar.	4
1	· Columbia, San Francisco	Mar.	1
1	Alliance, Eureka and way	Mar.	-
1	Senator, San Francisco	.Mar.	-
3	· Northland, San Francisco	Mar.	4
	P Redondo, San Francisco,	Mar.	1
1	Beanoke, Los Angeles	Mar.	1
1	*Arabia, Orient	April	1
1	· Aragonia, Orient	April	
1	Taxa de la companya de la		

Property-Owners Will Have to Pay \$30,000 for Line.

+35

\$10.000 ALREADY PLEDGED

Portland Railway Company Stands Ready to Make Extension if Those Benefited Help Defray the Cost.

It is probable that the Portland Railway Company will extend its street-car system to Council Crest, and that the extension will be in operation by the early part of the Summer. The company has offered to construct the line if the property-owners who will be benefited will fornish a

bonus of about \$30,000. Of this about \$10,-000 was raised at a meeting of the property-owners held yesterday afternoon. It is believed that the entire amount will be mised this week. Several feasible routes have been suggested for the new line, and until

the surveys and estimates are made the company will not be in a position to make a definite offer to the property-owners. The company is in favor of the property-owners furnishing the greater part of money necessary to construct the line, as it believes it will lose money during the

first few years that the line is in opera-tion. The property-owners have been given to understand that as soon as they have raised about \$30,000 and the route is selected, the construction of the line will begin immediately.

Property-Owners Meet.

There were about 39 property-owners present at the meeting held vesterday afternoon in the office of the American Investment Company, in the Sherlock building. I. A. Yerex, manager of the American Investment Company, is one of the moving spirits in the raising of the money, and one of the largest contribu-tions has been made by him.

While it is thought that the money car be raised, it is by no means assured Practically all of the property-owners will have to do their share or the propo-sition may fall through. Another meeting will be held sometime this week, when believed that the money can be se-

Amusement Park to Be Built.

The Council Crest Amusement Company which is backed by Van W. Anderson and L. L. Smith, will establish an amuse-ment park on Council Crest. It will cover about 27 acres, and a large sum of money will be expended on it. It will have at tractions similar to those found in othe amusement parks. Mr. Anderson and Mr. Smith expect to open their resort this

Part of the land on Council Crest will be latted off into lots for residences President F. I. Fuller, of the Portland Street Railway Company, yesterday confirmed the statement that the company stood ready and willing to construct the ne if the property-owners would raise a bonus. He said that he did not expect that the line would be a paying invest-ment for a year or more. During the Summer months he said it would undoubtedly be well patronized, but not during the Winter. Not until there is quite a settlement on Council Crest does he be lieve that the line will pay.

To reach Council Crest a track about a mile in length will have to be laid. It. will be very easy of construction, as in no place is there to be a grade of more than 7 per cent.

WILL VISIT NORTH BANK

postal cars, 200 refrigerator cars, 200 vegetable cars, 15 30-foot standard ca-boose cars, two Lidgerwood unloader cars, four slope levelers, two ditching machines and two water cars."

Will Announce New Rates.

A 75-cent rate on carload shipments of ferro-silicon and a tariff of \$1.25 in less than carloads of the same com-modity from Eastern defined territory to North Pacific Coast terminals will be published in a few days by the O. R. & N. Co. There was formerly no rate to cover this commodity, which is used in iron manufacture to harden castings. The 35-cent rate on cement plaster from Blue Rapids, Kan., was to have been advanced to 40 cents, but the

present rate will be continued until July 1, and the rate has been made to apply to all O. R. & N. points. It is expected that a rate will soon be published by the O. R. & N. freight department of \$2.60 per 100 pounds on launches, launch frames and motors in carloads having a minimum of 10,000 pounds from Eastern defined territory to North Coast terminals. Previously motors were not shipped with the other launch materials and were brought west in less than carloads at \$3.

Alfalfa Seed Coming Soon.

Farmers who have taken contracts for cultivating the experimental alfalfa tracts in the Willamette Valley for the Harriman lines will be sent the seed for planting the tracts within two weeks. The Government agreed to fur-nish 40 per cent of the seed required for the experiments and this has been sent for. It is expected to arrive almost any day. The Government will also previde bacteria culture for the inoculation of the whole amount of seed. During the Summer an expert will be sent here to examine the tracts and make a report to the Department of Agriculture. The seed will be planted about April 10.

Big Railroad Contract Let.

The contract for the extension of the Elgin-Joseph branch of the O. R. & N system 47 miles further from its present point of completion at the juncture of the Grand Ronde and Wallowa Riv-ers, was let yesterday to Erickson & Petterson, San Francisco contractors, who are building the joint Lewiston-Biparia extension for the O, R, & N, and Northern Pacific. The Eight-Joseph branch has already been completed 15 miles. The entire extension of 63 miles is expected to be in operation by the first of next year.

Railroad Personals.

J. C. Mayo, general passenger agent for the Astoria & Columbia River Railroad, was in Portland yesterday or ousiness

Frank C. O'Boyle, of Chicago, general manager of the Mark D. Batchelder Street-Car Advertising Company, was in Portland yesterday.

W. E. Coman, assistant general freight agent for the Harriman lines in the Northwest, returned yesterday from San Francisco, where he went last week on business.

CHEAP COAL FOR PORTLAND

COLD CREEK COMPANY'S MINES LEASED BY LOCAL MEN.

Product Will Be Brought to This City, a Distance of Sixty

Miles, in Barges.

The Cold Creek Coal & Mining Con pany, composed of Captain S. P. and W. B. Jones and R. P. Rose, yesterday com-pleted the leasing of the properties of the Cold Creck Mining Company, located on

Cold Creek, Washington, 60 miles from Portland, C. H. Nichols, of Portland, was president, and E. J. McNary, of The

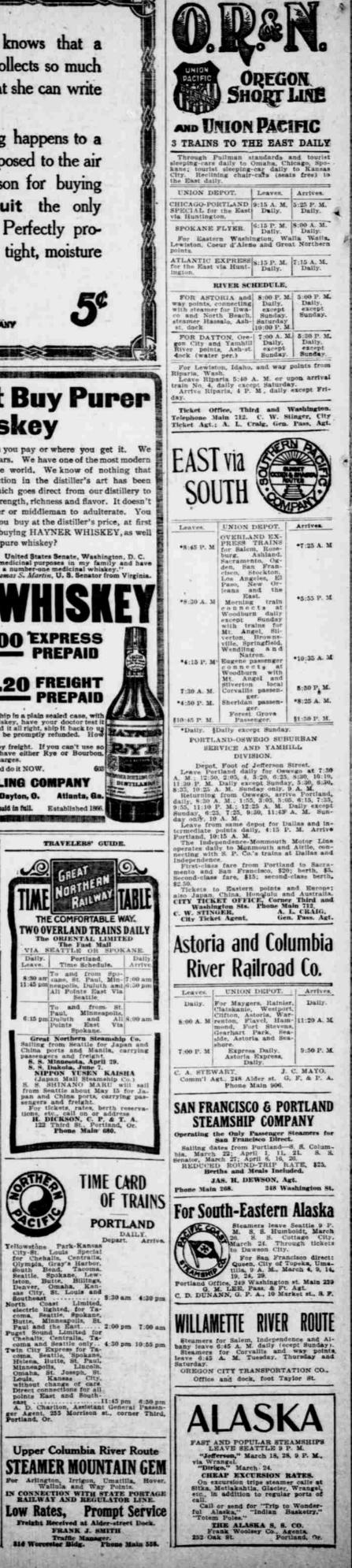
Portland at a very low figure when the

lander, Tells of Edmonton.

triple growth in three years.

mine is opened.





I am today in receipt of telegram from Mr. Moljeski in which he expresses gran from souths as to the practicability of carrying an everbead deck on a draw span of the pro-iessed length made heavy snough to carry highway and street-car traffic.

President Levey Explains.

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The bridge proposed by ne is a double-track arbige, designed to carry the maximum railmay londs; overhead cross-bracing is required for this purpose. The change to a double teck bridge would not permit the us receibed cross-bracing-it would therefore pulse the addition of such a quantity of strial that the weight of the draw would be cornamed, in the estimation of our engineer, oun 25 to 30 per cent. The increased weight I the draw would necessarily result in added iowness in opening it.

While we are extremely anxious to meet the guirements suggested by the Port of Port-nd, we are also arxious that the plan should e practicable, so that the draw may be operated promptly without detention to vessels on the river, and, as the draw span will be the impest and heaviest ever heretofore con-sizuetofi, these difficulties must be carefully maidered before final action is taken; and this reason Cantain Pease, president of the Fort of Portland, at our request, adjourned the meeting that was to have been held this afmoon in order that an opportunity might is afforded for further investigation and considuntion of the matter

President Levey left for Southern Califormis last night to meet his family, who are sojourning there, and will possibly be some two or three weeks. In the meantime, James E. Kerr, chief counsel for the Portland & Scattle Railway Company, will carry on the bridge negotiations. Mr. Kerr recently came out from St. Paul and is now located at Vancouver, Wash., where he will remain while the northbank road is being built.

Seamen's Institute Concert.

The following programme was rendered at the Seamen's Institute, 100 Front street North, last night, under the direction of Carl Denton, organist of Trinity Episcopal Church: Miss Grace Pray Mrs. Ernest Laidiaw ...Randolph Rylance -Belected Piane solo Vocal solo Vocal solo

-negt Miss Lottle Banfield Harry Gardner

Vocal solo..... Vocal solo...... Vocal solo...... ocal dust.....

J. Clemenson, ship Clackmannanshire National anthems.

Tramps Fill Bunkers in Portland.

The British tramp steamers Ays-gerth and Sutherland have coaled at the bunkers in North Portland and the quick dispatch they received shows what can be done here in that line. The aysgarth went to the bunkers at 6 o'clock Tuesday night and by 7 o'clock the was back to her berth at the North Pacific Lumber Mills ready for work. She took on 175 tons of coal but could as easily have received 500 tons in the same time flad so been required. The Sutherland coaled yesterday afternoon prior to going to the dolphins where she will finish her lumber cargo.

Alliance Brings Many Passengers.

The steamer Alliance will be at Couch-street dock at an early hour this morning from Eureka, via Coos Bay. She reached Astoria shortly after noon yesterday after a fine trip up the coast. Contrary to the experiences of the steamers Columbia and F. A. Kliburn, which encountered snow storms and heavy squalls, the Alliance played

leave of absence to go with his mother, whose health is failing, to North Da-kota. His place will be filled by a new appointee named Donaldson, from Chl-

cago. Assistant District Forecaster A. B. Wollaber has returned from his so-journ in California.

VESSELS IN PORT. Grain.

Jules Gommes, French ship, 1992 tons, onding at Oceanic dock for the United kingdom. Lumber.

Vermont, British steamer, 2723 tons, a ortiand Lumber Mills, loading for Shang

hat. Sutherland, British steamer, 2277 tons, at dolphins, loading for Tsingtau and Manila. Clackmannanshire, British ship, 1482 tons, at Eortland Lumber Mills, loading for Port Piris, Australia.

Pirie, Australia. Harry Morse, American bark, 1241 tons at Portland Lumber Milia, loading for Bos-

annie M. Campbell, American schooner 85 mms, at Portland Lumber Mills, loading for San Pedro. William Bowden, American schooner, 605 tone, at Portland Lumber Mille, loading for

San Pedro. Koko Head, American burkentins, 1011 tons, at Inmin, Poulsen & Co's mills, load-ing for Shänghal. Balmore, British bark, 1385 tons, at North Pacific Lumber Mills, loading for Genus,

cent, American schooner, 1334 tons, man, Poulsen & Co.'s mills, loading at Inman. for Shanghal

Catrier Dove, American schooner, 634 tons at St. Helens, londing for San Francisc Amaranth, American barkentine, 1062 ions onding at Eastern & Western mills for Shanghai

Aragarih, British steamer, 2003 tons, at North Parfic Mills, loading for Australia. Mabel Gals, 619 tons, loading at linman, Poulsen & Co.'s mills for San Pedro.

Miscellancous.

Brabloch, British ship, 2000 tons, disen

aged at Astoria. Meteor, steamer, 1545 tone, loading rall-road ties at Standard Box Company's dock, foot of East Pine street. Crillon, French ship, 1754 tons, discharg-

Ing content at Mersey dock. F. A. Kilburn steamer, at Greenwich dock No. 2, loading for San Francisco. Columbia, steamer, at Alaska dock load-ing for San Francisco. Despatch, steamer, at Vancouver, loading for San Francisco. Different statemer, at Constitution of the PLANS OF

Alliance, steamer, at Couch-street dock, discharging freight from Eureka and Coos Bay.

Domestic and Foreign Ports.

ASTORIA, March 21.—Condition of the bar at 5 P. M., smooth; wind southeast; weather cloudy. Arrived at 12:25 and left up at 2:45 P. M., staamer Alliance, from Coos Bay and Eureka; outside at 5 P. M., thr -masted barkentin

a three-masted barkentipe. San Francisco, March 21.—Sailed—At 2:30 P. M., steamer Northland, for Portland, steamer City of Topeka, for Victoria: schooner, Bunna Ventura, for Cequille River, and C. T. Hill, for Bandon, Arrived— Steamers Newport, from Ancon, and Cuttage City, from Skagway; Whittler, from Port

Junean, March 21.-Arrived-Steamer Ex-celsior, from Seattle. Sailed-Steamer Hum-bold, for Seattle. Seattle, March 21.-Sailed-Steamer Santa Ann, for Vaides: schooner Oliver J. Olsen, for San Francisco. Tokohama, March 21.-Arrived previous-by-Dork, from San Francisco, via Henn-iulo, for Hongkong. Teneriffe, March 11.-Sailed-Nauplia, for San Francisco. Hoquiam, March 21.-Sailed.

San Francisco. Hoquiam, March 21.—Salled—Schooner Henry Wilson, from Abardeen, for San Fran-cisco. Arrived—Schooner Lizzle Vance, from San Francisco. for Cosmopolis, steamer Che-halla, from San Francisco, for Aberden; schooner Guide, from San Francisco, for Montesano; steamer Olympic, from San Francisco, for Hoquiam.

Chief Engineer Darling Leaves Today on Inspection Trip.

W. L. Darling, chief engineer of the Northern Pacific, accompanied by Simms & Shields, contractors, who are building the North Bank road, will leave Portland this morning by steam-er for a trip up the Columbia to Kennewick, Wash., during which the work newick, Wash., during which the work now being done on the Portland & Se-attle grades will be carefully inspect-ed. Stops will be made at many points and the ground will be personally gone over by Mr. Darling to see that the terms of the contract are being strict-ly complied with. Consultation with engineers in charge of the various sections of the work will be held by the head of the Northern Pacific's engineering department and upon his re-turn East he will make a report on it to his superiors.

A special point of interest to Mr. Darling will be Cape Horn, one of the scenic attractions of the river, where a tunnel is now being driven through the solid rock. This point is doubly difficult for the Hill people because of the troublesome suits brought by the Wallula Pacific, believed to be a Harriman railroad, to hinder the work of the Portland & Seattle. The routs across Cape Horn is involved in a troublesome right-of-way contention between the two roads.

That the grading by the contractors is being done in a substantial way ac-cording to the stipulations of the rallroad and that the easy grades origin-ally surveyed are being secured will be looked after by Chief Engineer Darling. After completing his inspection of the Portland & Seattle Railroad, Mr Darling will go over the Lewiston-Riparin extension to see that the terms of the contract are being compiled with by Erickson & Petterson, the builders, Mr. Darling's private car will be sent from Portland to the Sound over the Northern Pacific and thence down

coming and will take Mr. Darling back PLANS OF MILWAUKEE ROAD

General Agent Rowe Says Work Will

Soon Be Started.

H. S. Rowe, general agent for the Chicago, Milwaukee & St. Paul, re-turned yesterday from the Bound, where he found engineers busy with surveys for the extension of the St.

Paul to the Coast. "The franchise asked of the Seattle Council has been holding up the con-struction of the road." said Mr. Rowe, "but it is expected this will soon be settled. Surveyors are working all the time on locating the best routes across the state. I presume the rails will be sent around the Horn from the East for the western end of the road and that laying of steel will be comnenced at Seattle and both ends of the

"A part of the big order of 125,000 tons of steel recently placed by the of-ficinis of the road will probably be

ficinis of the road will probably be used in part for relaying some of the tracks of the company. "Extensive new equipment is being purchased by the road and bids are now being received for 1999 box-cars. The company has ordered the follow-ing equipment for construction at its West Milwaukse shops: Six 60-foot

Dalles was secretary of the latter com- is shortly to build an electric street railway, probably three miles of which pany, which owned the mines. The property secured comprises a little over 2000 will be constructed this year.

acres of coal lands, the partly-opened coal mines, with the slopes, tracks, en-gines, pumps and other machinery, and "Automobiling is another feature in Edmonton, for there are 12 of the larg est makes of these machines owned and the lease is expected to be replaced by operated in that city, and all have been bought in the East and shipped to the purchase outright in the course of time. The new company will proceed at once purchasers, for there are as yet no auto agents on the ground. "We have coment" sidewalks, the

with the work of opening the mines. The first step will be to clear the slopes of water with which the mine is filled. This same as here in Portland, and our streets are macadamized in all parts will take some time, but a pump and pow-erful engine will be procured and set to work at once. Docks will be built on Cold Creek Slough, from which the coal streets are machanimized in an parts of the city. Other pavements will prob-ably be introduced in the near future. "Another prominent factor in the future of Edmonton and the country of Alberta, will be the opening of the vast coal deposits discovered in that terri-tory recently, the mining of which will be in operation shority." may be loaded direct on barges for the Portland market. It will require the expenditure of considerable money at the start, but the new owners have every confidence in the value of their property. be in operation shortly. R. P. Rose, who experted many of the

Mr. Summerville is engaged in the extensive coal mines in British Colum-bla, visited and examined the Cold Creek hardware business with his two sons and he reports that trade in all lines mines a few days ago, and on his judgvery sbrisk. He will spend several ment the investment was made. Mr. Rose says that the coal is of a fine quality weeks visiting in Portland and vicinity before returning to his new home. and that the whole country is underlaid with coal. It is of a very hard quality The company expects to furnish coal in

Lumber Company Incorporated.

Incorporation articles of the Bolin Lumber Company were filed in the County Clerk's office yesterday by Frank C. Bo-lin, Harrisofi G. Platt and Robert T. Platt: capital stock, \$25,000. LIVES IN A THRIVING CITY

John Summerville, Former Port-THE VALUE OF CHARCOAL

Few People Know How Useful it is in Pre-serving Health and Beauty.

John Summerville, formerly a well-known business man of this city, who went to Alberta, N. W. T., some four years ago, is in the city on a pleasure Nearly everybody knows that charcoal is the safest and most efficient disinfectin the saturation in nature, but few realize its value when taken into the human

system for the same cleansing purpose. Charcoal is a remedy that the more you take of it the better; it is not a drug at all, but simply absorbs the gases and impurities always present in the stomach and intestines and carries them out of the system.

Charcoal sweetens the breath after smoking, drinking or after eating onions and other odorous vegetables.

Charcoal effectually clears and improves that city. The City of Edmonton is situated on the complexion, it whitens the teeth and further acts as a natural and eminently

the banks of the Saskatchewan River, and directly across the river is the City of Calgary, which in the opinion safe cathartic. It absorbs the injurious gases which collect in the stomach and bowels; it disinfects the mouth and throat from the of the former Portlander, will event-ually be consolidated, forming a large poison of catarrh. city. When Mr. Summerville located at

All druggists sell charcoal in one form Edmonton, the town boasted of about 4000 inhabitants and today the populaor another, but probably the best charcoal and the most for the money is in Stuart's Charcoal Lozenges; they are tion is reckoned at over 12,000, or a are composed of the finest powdered Willow charcoal, and other harmless antiseptics in tablet form or rather in the form of "Alberta is the coming country," said Mr. Summerville, "for the territory comprised within its boundaries is com-

in tablet form of rather in the form of large, pleasant tasting lozenges, the char-coal being mixed with honey. The daily use of these lozenges will soon tell in a much improved condition of the general health, better complexion, sweeter breath and purer blood, and the posed of fertile and productive soil and for many years in the past a vast amount of acreage was used princi-pally in the cattle-raising industry, but

of recent years, the new blood entering the country has turned its attention to beauty of it is that no possible harm can result from their continued use, but, on the contrary, great benefit.

the country has turned its attention to farming, and many valuable ranches now occupy land which was formerly given over to roaming herds of cattle. This latter industry is still being fos-tered to a great extent, and between cattle and wheat shipments, the vari-ous railroads have found it extremely profitable to enter this country. We have brapches of the Canadian Pacific, Canada & Northern and Grand Trunk A Buffalo physician, in speaking of the benefits of charcoal, says: "I advise Stuart's Charcoal Lozenges to all patients suffering from gas in stomach and bow-els, and to clear the complexion and purify the breath, mouth and throat; I also believe the liver is greatly benefited by the daily use of them; they cost but twenty-five cents a box at drugstores, and although in some sense a patent prepara-tion, yet I believe I get more and better charcoal in Stuart's Charcoal Lozenges than in any of the ordinary charcoal tablets.

trip. Mr. Summerville was formerly of the firm of Breyman & Summerville, of this city, and is at present engaged in the

hardware business at the City of Edmon-ton. He speaks in the most glowing terms of the prospects of Alberta in general and Edmonton in particular, for this is practically new country and since several railways have extended their lines into that territory there has been a great Kennewick, where it will await boom in business and real estate at