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DUNCAN MARSHALL, Manager.

MONDAY, OCTOBER 8, 1906.

NOT THE CONSIDERATION
(Friday's Daily)

The Provincial Government should not determine the location of the Parliament buildings in consideration of free sites with pleasant prospects and suitable elevations. Such sites are available in unlimited numbers, but their general characteristics of being "free" is an argument against rather than for their selection. Pleasant surroundings and a commanding situation are desirable features, and reasonable economy is always commendable, but there are other considerations. The buildings must be accessible and the circumstances should be as easy of access to both towns as possible, and with the street railway problem unsettled, this is a paramount consideration. They must be within easy reach of water, sewer, telephone and electric light services. These are the questions of vital importance and should not be relegated to second place for any consideration of altitude, scenic beauty or even of a "free" site, as compared to one of reasonable price. Alberta is not so poor that her legislative buildings must be determined by the ability to secure a site for nothing. All these considerations should have place, but only their proper places, in determining the choice.

SOME CONSERVATIVE POLITICIANS IN FINANCE
(Friday's Daily)

The Union Trust Co. is a company formed for the purpose of handling the investments of the accumulated funds of the Independent Order of Foresters. Under any circumstances therefore the revelations made before the insurance commission as to the handling of the funds entrusted to the company would be a matter of very direct concern to the members and prospective members of this society. But owing to the public character of many of the parties concerned in the transactions reviewed the subject becomes one of the great and direct interest to the public at large. Many of the gentlemen who have figured in these transactions have been members of the Parliament of Canada, several of them still holding this position. It is fair to consider whether if the opportunity were given then these gentlemen would apply to the finances of Canada the principles and practices which they are found to have applied to the funds which large sections of the Canadian people committed to their charge, and whether or not it would be desirable that Canadian finances should be handled in this manner. The question is all the more pertinent that the gentlemen concerned are by no means obscure and unknown members of their party, but hold reputations for financial ability among their associates which make their advice a dominating influence in the management of the country's finance were entrusted to that party.

Hon. George E. Foster, M. P. for North Toronto and general manager of the Union Trust, is one of the most widely known public men in Canada. From 1888 to 1896 he was finance minister of Canada. He was defeated in the great upheaval of 1905 but returned for his present seat in 1904. Since his return he has vied with Mr. Borden for the real leadership of his party, has been the financial critic of the Opposition and in the event of a Conservative victory his resumption of the position of the Minister of Finance is identified by friends and opponents as quite as certain, if not more certain, than the elevation of Mr. Borden to the Premiership.

Geo. W. Fowler, M. P., has been in the Federal House since 1900 and represents Kings-Albert. He is looked upon as the leader of the maritime contingent of Conservatives, next to Mr. Borden.

Mr. A. A. Lefurgey, M. P., is one of the youngest members of the House of Commons, sitting for Prince County, P. E. I. He is Conservative whip for the Maritime Provinces. By profession a lawyer and by preference a capitalist.

Rufus Pope ex-M. P., was for years a power for the Conservative party in politics in the province of Quebec. He represented Compton in the Commons in the Conservative interest for years. The connection of Mr. Foster with the company was formed on the evidence of Dr. Cronhyatkin, because of his record as Finance Minister of Canada. In this capacity he had become possessed of a reputation for economy and on the strength of this reputation was selected as general manager of the Union Trust Co. From the evidence before the commission, however, it appears that either the reputation had been badly exaggerated or that Mr. Foster speedily lost in his new capacity the qualities which had earned it for him.

The money of the company have been used for private speculation and by a syndicate in which Mr. Foster and other men in charge of the Trust Company were shareholders. This syndicate it seems was formed for the purpose of acquiring an option on 200,000 acres of western lands originally belonging to the C.P.R. So far it appears that the option was the total asset of the syndicate, and the money with which the lands were paid for and the whole enterprise carried on was loaned from the funds of the Union Trust Company. In other words the Trust Company supplied the capital invested and the syndicate in which the directors of the Trust Company were shareholders were to reap the profit.

This option it appears originally belonged to a syndicate composed of Rufus H. Pope ex-M. P., G. W. Fowler, M. P., W. H. Bennett, M. P., A. A. Lefurgey, M. P., and another and the money for the purchase being made up by an advance from the Union Trust

Company of which the Hon. George E. Foster was managing director. The title of the lands was then turned over to another syndicate composed of Hon. George E. Foster, Col. J. A. McGillivray, and Mr. Matthew Wilson, K.C., at \$4.90 an acre, an advance of \$1.10 an acre on the original price. The second syndicate turned the land over to the Great West Land Co., at an advance of \$9 cents an acre. The original syndicate were paid chiefly in cash, but partly in shares of the Great West Land Company. The option in fact seems to have been a kind of a lamp, which as often as rubbed produced new charms in the form of dividends. That our Parliamentary friends rubbed it often this brief history indicates.

More than this it appears that the Union Trust Company was to receive for its advances either stock or security. Mr. Foster and his associates were to decide. These gentlemen were therefore the arbiters not only of their own fortunes but of the fortunes of the Trust Company as well. As members of the syndicate they could further their interests at the expense of the interests of the Trust Company but as directors of the Company they could protect the interests of the Company only by sustaining the interests of the syndicate. A more certain conflict of interest and duty and a more improper use of funds might be devised but is hardly likely to be met on the realm of actual occurrence.

Still worse is the deal in which Mr. G. W. Fowler, M. P., was delegated to purchase a timber limit from Mr. Peter Ryan. The statement is that a timber limit was purchased from Mr. Ryan, what the price was is not stated. It was \$170,000; that two agreements were prepared, one setting forth the consideration and another setting forth that the price was \$170,000 to be paid by the Union Trust Company and that Mr. Ryan paid to Mr. G. W. Fowler, M. P., the \$170,000 difference. This sum it appears Mr. Fowler was to "divide up" with some other party or parties. Mr. Elliott G. Stevenson, Supreme Court Justice, Independent Order of Foresters, uses very strong language in regard to the transaction. He says that if the facts are such as have been reported, he him the Foresters have been swindled out of \$55,000, "and our collectors have instructions to take proceedings against anyone connected with it." Such proceedings should be interesting to several parties.

When next our Opposition friends undertake to edit the House of Commons on the subject of the handling of western lands or the misuse of money belonging to other people they will at least be admitted to speak with the authority of familiarity born from the management of the country's affairs to Mr. Foster and his allies they will recall with some interest the history of the Union Trust Company under these same gentlemen.

HOW LANGUAGE CHANGES

The "spelling reform" instituted by Mr. Andrew Carnegie and endorsed by President Roosevelt is in reality only an attempt to short-cut the process of evolution and whatever may be the outcome of the movement itself its purposes would doubtless be largely opposed in time by the natural change which language undergoes in the process of use. An interesting illustration of this is the following forms in which the Lord's Prayer have been written at different times.

"A. D. 1258—"Fader ure in heune, haleweide beeth thi neune; cunen thi kunicurche; thi wille beeth iden in heune and in erthe. The euerch dawe bried gif us thi wilde dawe. And vorzif ure dettes as vi vorzorien ure dettours. And lede us nougt into temptation, bot delvoure of uvel. Amen."

A. D. 1500—"Fadir our in hevene. Hallowed by hi name, thi kingdom come. Thi wille be don as in hevene and in erthe. Our urchen dawe breid give us to-day. And forgive us our dettes as we forgive our dettours. And lede us not into temptation. Bote delvoure us of uvel. Amen."

A. D. 1611—"Our father which is in heave, hallowed be thy name. Thy kingdom come. Thy wille be done in earth as it is in heave. Give us this day our daily bread. And forgive us our debts as we forgive our debtors. And lede us not into temptation but deliver us from evil. Amen."

A SO-CALLED AMUSEMENT

The Frank Paper, under the caption, "A Brutal Bucking Contest," makes the following timely remarks regarding so-called "bucking" exhibitions:

"The matinee given by the Pass Turf association at Blairmore last week furnished striking evidence of the necessity of the organization of a society for the prevention of cruelty to animals. We refer to the so-called bucking contest in which three horses were cruelly punished to make them do something mean which they had no inclination to do. Not one of the three horses wanted to be bad and each had to be spurred shamefully to make it do a little pitching. It is safe to say that not one person who witnessed the alleged contest derived any pleasure from it, and certainly every person present who has any love for a horse at all was thoroughly disgusted. The fact that the day of the bucking contest is passing and is pretty nearly passed altogether. It was well enough in the days when horses roamed the range and were not domesticated as they are now, to have bucking contests, as in those times there were many animals that were naturally bad and which bucked without being made to and because they wanted to, because they were innately bad.

They didn't have to be spurred to make them pitch and the contest which was to determine who was the best rider had interest and excitement for the spectator."

The day for this alleged form of entertainment has gone and the practice should be stopped both by public disapproval and where necessary by legal action.

THE STREET RAILWAY SITUATION

Mayor May did well to ask the commissioners and the city engineer to prepare estimates of the cost of a street railway system. With such estimates before them the council will be able to consider the proposal of the Radial Railway company in its proper light by considering whether the city is in a position to finance a municipal system and if so whether the investment appears justifiable.

It should be borne in mind that offers from private companies to build street railway systems in the city are not original but alternative proposals. A municipally owned and operated system is the original proposal, has been in the minds of the citizens for years and must always be understood as being before the house. Proposals to build systems by any other means are alternatives only to this under-estimated proposition, and should be entertained only when it is shown that the original proposal is impossible or that the alternative is more desirable from the standpoint of the city.

That a system in private hands would be under any reasonably normal circumstances be preferable to a municipal system may be considered disapproved by both history and the logic of finance. The council is safe in throwing this question overboard therefore and narrowing its inquiry down to the problem of whether or not the city can finance the enterprise. If so, all negotiations with private companies should be respectfully declined; if not, it should still be remembered that the city may not be possible today will assuredly be possible tomorrow and that "doing without something" temporarily is frequently the best kind of economy. To the railway promoters this will look like a game of "Heads I win, tails you lose." So be it.

Assuming, what can scarcely be doubted, that the city can finance the enterprise, the estimates will serve the further purpose of enabling the council to judge whether or not the time has come when a street railway system would be a good investment. This is really the kernel of the whole question for a system which would need a good investment could render a satisfactory service under neither municipal nor private ownership. The company, presumably after careful consideration, believe it a good investment on the basis of thirty years' operation is a strong argument that the city would find the venture profitable, if not in the very near, at least in the not very remote, future. The company would undertake to make the road pay satisfactory returns on the investment in thirty years, and from the history of street railways, pay handsomely. The city, in operating the system, would be bound by no time expiring franchise. If the company could make the venture a financial success in thirty years, why not the city? And the city would not be bound to do so in thirty years for its franchise has no time limit.

The Western Fair and Exhibition

The Farmers Advocate in its issue of September 26th, comes out with a timely and salutary article on the subject of fairs, and what they do for the exhibitors. The writer makes an analysis of the prize monies that are hung up by the directors. He observes that not all the money hung up is won or can be won, for often the lists are padded to include classes which there is no possibility of being exhibited. The aim of course, is to receive a larger grant from the government, a practice which is highly reprehensible and tends to debauch the committee and devote public money to wrong ends. "It may not be possible today," says the writer, "that some shows use the annual grants to pay for their grounds and buildings instead of distributing the money among the farming communities."

Figures are submitted which show the monies actually paid by the various western fairs and the relative standard of the various fairs. Winnipeg takes first rank and Edmonton is graded fifth and Calgary seventh. Regina is the lowest. This classification is significant in that it shows the two provinces of Alberta and Saskatchewan at the bottom. One would not have been surprised to find the British Columbia fair at the bottom, as it is never claimed agriculture the western fairs continued to be a leading industry of the Pacific province. The comparison brings out the need of fostering only good shows, and only in such places with support necessary to make them successful.

All the fairs get grants from their respective governments and from the various breed societies, the latter societies giving grants on the understanding that an equal amount be set aside in prizes for the particular breed societies. Winnipeg and Regina, it is asserted, are the only fairs that return in prize equal amounts to those granted by the breed societies, and those who violate this agreement lose their government grants, they have only themselves to blame. The first list reveals some incongruities, namely, that Edmonton gives more for grade Jersey than for pure breeds, and given money for grade bulls

equal in amount to that given for pure Jersey bulls. It is claimed that the Holstein men have a grievance, the prize lists being inadequate in this way, but the prize lists are not uniform. The bringing out of a good exhibit depends as much on the equitable arrangement of the money hung up, as on the amount, or the qualifications of the judges employed.

In conclusion, the writer observes that there are certain fields in which it is folly for the smaller fairs to compete with the big ones, especially in the matter of "attractions," and that "Edmonton promises to have the big of the prairie country outside of Winnipeg, if present indications and a liberal prize list are any evidence of the trend of thought of the directors."

The following table shows the exact expenditures of the Calgary and Edmonton fairs in that various departments:

Horses	\$1314	1975
Cattle	1147	2356
Deep	111	16
Swine	101	759
Poultry	267	517
Grain	175	329
Vegetables and fruit	45	103
Dairy and domestic	214	122
Total	\$3454	\$3111

CY WARMAN IN TOWN

Winnipeg Free Press.—Cy Warman, of the publicity bureau of the C.N.R., was in the city after spending a few days in the city in conversation with a Free Press reporter, at the Royal Alexandra.

"We have just returned from the west, where we spent three weeks in viewing the country and securing information of various sorts. Among other things I purchased, while in the west, was one-half of the townsite of Dalmeny. This land I purchased in behalf of the Washington correspondents, who formed a syndicate and purchased a quantity of farm lands during their visit to the country a year or two ago."

The new line lies between the Prince Albert branch of the Canadian Northern and the river, and is to the north of the main line surveyed by the company. The line through this territory and commenced the grading the next day. The line of the new line has been phenomenal this year. I learned of one small area on which the yield was 61 bushels to the acre and on another 50 bushels to the acre. The yield was 46 1/2 bushels per acre.

"While in the west I spent some time in gathering material for a book of Indian stories which I am to publish soon. I have my own ideas of the Indian and am in much sympathy with those who believe that the Indian is all right until we get hold of him and spoil him. I have many times been told by guides in the far west, and in the north, that it is necessary to consider property which was to be left behind in travelling, because it was impossible that any white man would be able to handle the Indian. The guides do not feel it necessary to remark that there was nothing to be feared in the way of theft from the Indians of this country. I expressed in a short story my ideas regarding the Indians, and regarding the effect on the of our treatment of them, but have not yet found a publisher who would print my sentiments. I have no hesitation in saying that the race is never benefited by its contact with the white races and that the harm from the contact is all on the side of the Indian."

"I would also like to call attention again to the great need of increased hotel accommodation in a very large part of the western country. It is deplorable that proper accommodation has not been furnished the hundreds of travelers who are inspecting the lands of the great Northwest, and who are spending their money in the country with a view to its development. There are thousands of prospective land buyers in the west who are willing to invest their money in the country and who are doing so and who have met in their work with much hardship which might have been prevented. One of the great needs of the west at the present time is a system of good

light at the county jail between deputy sheriffs and a crowd of men determined to capture Dick Robinson, a young negro. The crowd still surrounded the place and will lynch him if possible.

The negro, who is only seventeen years old, today attacked the 12 year old daughter of Blount Soaman, who lives about three miles from here. The girl was passing a secluded spot not far from her home when she was attacked.

Later she was lying unconscious by the road side and was taken to her home. The detectives captured the negro in a few hours. The girl at once identified him. Deputy Sheriff Hatch sent him to a station several miles up the M.O.R.R.

There have been several assaults on white women within the last few weeks, and the news of the latest outrage caused intense excitement. Governor Jenks, who was in the city tonight, ordered three companies of militia to be brought here as quickly as possible.

STEAL RUSSIAN SHIPS

St. Petersburg, Oct. 4.—A remarkable story published by the "Betch" shows that even entire ships belonging to the State may be stolen in Russia.

The "Betch" states that after the war the Ministry gave directions for the sale of twenty-two vessels lying in Vladivostok harbor, among them being three passenger steamers and eight transports.

The sale duly took place, but when the purchasers arrived at Vladivostok to remove the ships they found that the most valuable parts, including even the bronze door handles, having been removed.

The further discovery that one of the transports, the Mathilda, was missing altogether. It was ascertained that one day an unknown man went on board the Mathilda with a crew of a steam and took the vessel away unchallenged. He then painted the vessel another color and changed its name.

The authorities are now making a diligent search for the Mathilda.

NELSON AND BRUCE

The following from the Brandon Star will be interesting in view of the fact that Mr. Nelson and Mr. Bruce show here next week:

For many years Harold Nelson and Clifford Lane Bruce have been strong favorites with Brandon theatre-goers.

In the big crowd that on Friday evening greeted Nelson and Bruce, and in the hearty reception accorded the company, there was every evidence that these clever actors have lost none of their popularity in this city.

The opening bill of their present engagement was "A Soldier of Fortune" and there was nothing wanting in the finished production of that romantic drama.

Despite the storm there was a big house and a better pleased audience has probably never been seen in the Brandon theatre. Mr. Nelson and Mr. Bruce were each accorded a hearty reception, and throughout the evening the expressions of approval were general.

220 cars of wheat per day are arriving at Fort William.

Building permits issued in Winnipeg this year will pass the eleven million mark.

The Winnipeg council has appointed Mr. Cecil B. Smith, the Ontario power expert, to design and superintend the construction of a power plant at Point-du-Bois on the Winnipeg river.

J. B. Jackson, Canadian agent at Leeds, Eng., says that Canadian wheat is being sought far in the north of England for the mills of Hull, Grimsby and York. One firm buys 50,000 bushels per week.

There are 5,309,000 bushels in the Manitoba wheat crop, 1,000,000 bushels and 979,000 bushels of wheat in the elevators at Fort William, Port Arthur and Keewatin, which gives some idea of the wheat still left with the farmers.

The total wheat crop of 1905 has been determined at 38,310,000 bushels and it is interesting to note that the Grain Dealers' association estimated the above crop in the previous June, 1905, at 38,574,000 bushels and in October, 1905, at 38,810,000 bushels.

Winnipeg will have a rare food show under the auspices of the Grocers' association on Nov. 17th.

Wilfrid Ledoux, of Arnaud, Manitoba, has invented a grain wagon that will unload into a granary or car in three minutes. It is calculated to save the farmers one cent a bushel in handling their crops. The grain is sent up a chute into the car from the wagon.

MOBILE RIOTS
Mobile, Ala., Oct. 6.—Roy Hoyle, a special furver of the Mobile and Ohio railroad, was fatally shot, and Alfergan Sidney Lyons, chairman of the city council of Mobile, was slightly wounded in the hand tonight during a

erous and frequent.

The bill was a charming one and the principals were probably stronger than ever before. The support was perfect. There was a most pleasing artistic swing to the piece throughout, and "A Soldier of Fortune" would stand repeating on some future occasion, as satisfactory was the first production. Excellent indeed were the stage settings and the costumes as usual lent a splendor which contributed in no small measure to the success of the drama.

Mr. Nelson, as Sir Rupert, the Wanderer, gave a most artistic portrayal of that very difficult character, and was never better received, not even in Richelieu, in which role he has recently scored a great success here. Cever as the great Canadian actor has shown himself to be, he seems stronger on each re-appearance.

Mr. Bruce, as Victor von Tellmund, was excellent, and the greeting accorded him made it apparent that he still retains his hold upon Brandon theatre-goers.

One of the cleverest little women ever seen in drama here is Pearl Reesor, who made her first appearance on Friday evening in the very difficult part of Princess Yelive. This lady by her most capable work, and won the hearts of all. She has a good voice, a splendid stage presence, a charming manner, and is in every way qualified to accord the support required from the leading lady in the Nelson-Bruce Co.

A few members of the company gave good support, and the good work of each met with warm expressions of approval.

WANTED
Lady teacher for the Strathcona Separate school, 1st or 2nd class. Duties to begin about November 1st. 1905. State salary.

J. A. CONNELLY, Secretary,
Box 215, Strathcona, Alta.

FARM WANTED
Half or quarter section, as desired, township and range, with full description, price, etc., to W. H. McManis, Banah, Man.

FOR SALE
A few first class farms in the House Hill district, well watered, wooded, and coal in sight. Apply Foster & Hall, House Hills, P. O. Alberta.

FOR SALE
Thirteen horse power engine, marine boiler, also planer. Apply A. L. Vardon, Edmonton.

CAME TO THE PREMISES
Undersigned one gray mare branded R right hind, weight 1,000 lbs., five years old. Owner can have same by proving property and paying expenses. M. Cronin, N.W. 1 30-52-23, Spruce Grove, Alta.

FOR SALE CHEAP—PORTABLE
14 h.p. thrashing engine, returned fine, in first class running order. Apply Edmonton Bottling Works.

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STORE FOR RENT

25 x 60, plate glass show windows, centre of business section, Main street, Vegreville, Alta. Also these rooms on upper story. Building ready for occupancy in a few weeks. Apply to Frederick Fitzgerald, Ltd. 231, or Louis Carpenter, real estate agents, Edmonton.

One 12 h.p. Minneapolis traction engine, good as new.

One 40 h.p. locomotive boiler on wheels for 10 tons purpose.

One 24 inch planer, matcher and moulder combined.

One 48 inch inserted tooth saw.

One single saw edge.

All the above machinery has been in steady use and is in first class condition. Will sell at a bargain on easy terms.

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There are a few others, but the above will show that so far as text-books are concerned

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