

# The West

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WEDNESDAY, SEPTEMBER 14, 1910

## HAULTAIN'S ELEVATOR POLICY.

A portion of the Liberal press, fearing the result of the agitation for government owned elevators, which has received a strong impetus from the example of the Manitoba Government, is endeavoring to represent that Mr. Haultain has no policy on the elevator question.

Such representations are entirely contrary to fact. Not only has Mr. Haultain a policy on the question—which is government ownership of elevators—but he was the first political leader to take up such a position. He announced his policy at Nokomis in March, 1909. The Manitoba government has since adopted it and shown that it is practicable.

On the other hand the Scott Government has no policy. While Mr. Haultain in the legislature was declaring for government elevators, the Government was saying "We will appoint a commission to enquire into the matter." The Scott Government today has no policy on the elevator question.

Speaking at Nokomis in March, 1909, Mr. Haultain said:

"The declared policy of the party had from the beginning been in favor of Government ownership and control of public utilities. There might be some question as to how far the elevator business came within the general term 'public utilities,' but the conditions existing in the western provinces would warrant the intervention of the Government. There was no doubt that owing to causes which he need not elaborate upon, the storage facilities in this province were practically in the hands of a monopoly. The effect of this monopoly was to prevent competition, and thereby reduce prices. It had the further effect of depriving the farmer of proper means of storing and shipping his grain and also forced the small producer to sell his wagon load for a small price, on a low grading with a large dockage. Light weights, low grades, excessive dockage and loss of identity of his product were the evils universally complained of, and there must be some foundation for so generally expressed complaints. It was further stated on good authority that by the culling process the millers were enabled to make large profits out of wheat intrinsically valuable but graded low, and that a portion at least of these profits would be obtained by the producer if he were enabled by proper storage and shipping facilities to sell his own wheat by sample.

"Another effect attributed by this culling process, was the lowering of the quality of export wheat while still in the hands of the farmer. The monopoly of the elevator was also said to enable the elevator owners to practically control the street buyers and commission men.

"The remedy? What was the remedy? Competition! How could that be provided? Apparently not by ordinary means. That being the case, did the circumstances justify the intervention of the government? In his opinion there was only one answer, and that was that they did. He was in favor of the government taking some steps for the establishment of fully equipped elevators at competing points, so as to provide proper facilities for cleaning, storing and shipping grain. The establishment at any point of a government elevator of sufficient capacity, which would furnish facilities for cleaning and shipping the actual wheat of the shipper, would very soon force all other elevators at that point to come up to the government standard.

"The capacity to be supplied by the government, and the points at which elevators should be established, were a matter of detail. His own opinion was that a resolute policy, on the part of the government, followed up by practical action at a comparatively few points would soon force the elevator owners to supply equal facilities. In any event, he was prepared to advocate such a policy without regard to the number of elevators involved. It would, in his opinion, have to be carried out by an independent commission, who ought to be able to look for the active co-operation of the Grain Growers' Associations. The Government would not be looking for large dividends, and there was no reason to suppose that an elevator system such as has been described would not easily pay for itself."

Mr. Haultain spoke as follows on the Stewart Resolution in the Legislature last year:

"Personally, I have come to the conclusion myself as to what will be the proper way of dealing with this. I believe it has been sufficiently established that evil exists—it has been clearly established that evil exists, and the only way to deal with this evil and remove them is by the intervention of government elevators, and I should like to see the report of the committee a little more definite on that point."

The person who says that Mr. Haultain has no policy on the elevator question is either wilfully misrepresenting the facts, or is ignorant of them.

## PUBLIC WORKS AND VOTES

Bribing constituents with public money is an art brought well nigh to perfection by the Federal Administration. The Speaker of the House of Commons has admitted Bonaventure with public works. Doubtless, many of them are necessary. But they were built with an eye single to the political effect they would produce. "Mr. Marcell secured this for you. Vote for Mr. Marcell." Mr. R. L. Borden touched on this wholesale bribery when speaking before the Toronto Conservative Club. He quoted the appeal made to Halifax by the Finance Minister. "If, instead of sending one Liberal member to Ottawa, you send two every fair and reasonable thing that Mr. Hallifax wants will be granted." Mr. E. M. MacDonald's blunt warning to Leithbridge to vote Liberal if a post office was required was denounced also with no lack of vigor.

Mr. Borden is on firm ground. If it is a crime to influence a man's vote by giving him \$2, it cannot be less disreputable to influence it by promising to build or by building a wharf or a post office or a railway. No one can prove that the one activity is crime and the other statesmanship. Even Mr. Pugsley's agile brain is scarcely equal to such a task.

The News holds that the erection of public works should not be political activity. The Deputy Minister of the Department is an Engineer. All the principal officials are technical men. If a wharf is desired, the procedure should be as follows: Let the town council petition the government through the sitting member. Let the Minister of Public Works delegate an expert official to visit the place and report upon the need for the improvement as well as upon its practicability. Then, if this expert's recommendation is favorable, let the government appropriate the money, and consign the work to the care of technical experts.

The practice of Mr. Pugsley and of former Ministers in going about the country to receive "non-partisan" delegations and promise expenditures is an assembly. The Minister of Public Works is a lawyer. He is not qualified to decide whether or not any port should be improved or any canal built. Moreover, his very presence gives the lie to the whole non-partisan pretence. If after such a visit the improvement is made, the Minister will be held up by his party workers in the place as a "Lady Bountiful," and the Government will get the benefit or election day.

The Godefrich Signal intimates that in objecting to Mr. Pugsley's political junketing The News displays bitter and ignorant partisanship, and insults the communities which desire public works. That opinion comes from a Liberal newspaper, which, presumably should support any movement for economy in administration, and which should be opposed to bribery even of the wholesale kind. But the Government endorses the use of public money to strengthen the Liberal party. The Signal falls in line and neglects its supposed principles. No community is insulted by saying that its requests should be submitted to expert opinion before they are granted.—Toronto News.

## THE REAL PROTECTIONIST

The Ridgetown Dominion, a newspaper edited by a Conservative member of the Ontario legislature, recently drew trenchantly with the low tariff pretences of the Liberals. "What is the use," it asks, "of the Eastern Liberal newspapers writing nice little paragraphs about lower tariff and free trade and recalling the time when nearly all Liberals were in agreement in considering a moderate tariff best for Canada. That good old time ceased to exist from the hour the party office in 1896."

The Dominion goes on to recall how, in 1896, through the late George A. Bertram, of Toronto, an assurance was quietly given to the manufacturers that no matter what the Liberal leaders and the Liberal newspapers might promise, no harm would be done them if the Liberals won. The Dominion continues: "Sir Wilfrid surrendered to the protectionists in 1896, and the proof of it is found in many things that occurred then and since. Hon. David Mills, an honest low tariff man, was expelled from the cabinet until after the 'revision' of 1897, and the bargain made with the manufacturers carried out, and it was safe to admit him and stop the glamor of the old

**THIN MILK**

How can the baby grow strong if the nursing mother is pale and delicate?

**Scott's Emulsion**

makes the mother strong and well; increases and enriches the baby's food.

Liberals at his exclusion. Sir Richard Cartwright was not taken in until he consented to be muzzled. Tariff tinkering since had been in the interest of the manufacturers and the bounties have been continued."

And it further goes on: "The manufacturers, or at least the great majority of them, Grit and Tory, favor the present men in power for many reasons. These of what they want in the way of duties, draw-backs, bounties and of course the greater expenditure on all kinds of public works the better for them and the better for the army of factories and contractors and the still greater army of camp followers behind them."

The Dominion goes on to urge a real policy of lower duties and of disregard of "the interests."

## WESTERN FARMERS' PROTEST

The Economist of London, England, is a financial weekly journal of high repute. It is a journal of strong free trade views. In its issue of August 27th, it publishes a letter from Edmonton, Alberta, in which it discusses Sir Wilfrid Laurier's troubles in his western tour. In the course of this letter the correspondent of the Economist says:

"Sir Wilfrid's position is uncomfortably vulnerable. When the Liberal party was in opposition, it proposed to eliminate every protective tariff from the Canadian Tariff and introduce free trade, 'as they have in England.' Sir Wilfrid toured the West on the subject, and gave his personal assurance that this should be done. The farmer delegates now dig up these old speeches of his and bluntly ask him to live up to them, or they disintomb the Liberal platform of 1893, and warn him that he and his Liberal friends have broken faith with the people. The Liberals, to be sure, have put a number of farmers' articles on the free list, and reduced the duties on others, but the reduction has in many instances been nullified in whole or in part by increases in the valuation of the imported article under the Dumping Act, a Liberal measure. The operation of the tariff renders the tariff higher than it appears to be. For example, the duty on bugles is 35 per cent. but the Customs House fixes the value of every imported American buggy at \$40, though the true value may be only \$30. Similarly, while the duty on the larger farm implements, such as binders and mowers, was reduced by the Protectionist Conservative Government from 35 to 17½ per cent, the excessive valuation now placed on American binders greatly diminishes the amount of the apparent relief."

## MACDONALD BULLYING

At Sir Wilfrid Laurier's Leithbridge meeting the West was given a taste of the methods of the Laurier Government. Leithbridge is greatly in need of a post office, the town having utterly outgrown the accommodation that was provided for it in 1896 years. During the general election the voters were assured the Liberal canvassers that the town could not get a Post Office if the constituency was foolish enough to elect a Conservative. The constituency did elect a Conservative and no post office has been erected, though such buildings have been sown thickly in the Maritime Provinces in towns less than a quarter the size of Leithbridge.

Mr. E. M. MacDonald, the celebrated leader of the blockers' brigade, was one of the first speakers to address the meeting at Leithbridge and in the course of his speech he said:

"You want a post office here, and you certainly want it badly, but you will never get it so long as you vote Conservative."

The Westerners present showed so plainly their disapproval of this attempt to bully them that Sir Wilfrid Laurier said that the thing had been over done, and when it came his turn to speak he apologized for Mr. MacDonald and promised the post office.

Mr. MacDonald was careless. Every body knows that such threats are made but it is not usual to make them quite so publicly.

## C. N. R. DIFFICULTY

Railway Commission May Disapprove of Location of Line.

WINNIPEG, Man., Sept. 10.—There is a report emanating from a reliable source here that the Railway Commission has disapproved the location of the Canadian Northern Railway's main line west of Edmonton to the Yellow Head Pass. This will make the second time that the Canadian Northern Railway has had to change an extensive survey, owing to the Grand Trunk survey beating them out in fixing plans.

The Canadian Northern engineers tried to survey a route a mile north of the Grand Trunk Railway but on account of mountains had to abandon it. They will now either have to run away south of their present survey or convince the Railway Commission that it is impracticable and almost impossible to build other than parallel to the Grand Trunk Pacific.

## PRESS COMMENT

(Mail and Empire.)

One brilliant example of a man who has "come back" is Theodore Roosevelt. Signs are not wanting that the ex-President is now in light training for a Presidential campaign two years hence. His popularity appears to be as great as at any time in his career.

(Winnipeg Telegram.)

The Vancouver News-Advertiser is unkind enough to rob the Sifton organ of the consolation it derived from analysis of the popular vote recorded at the last provincial elections. The Vancouver paper says:

"The Free Press conclusion, which it quoted with approval by the Victoria Times, greatly depreciates the victory of the Laurier ministry in 1908. Mr. Roblin's majority is one for every eighteen votes polled, whereas Sir Wilfrid's is one for every forty-eight votes polled in the federal contest. With proportionate representation the government at Ottawa would have a majority of four. Mr. Roblin's majority equals nearly 100 for each member of the Manitoba legislature. Sir Wilfrid's majority averages eleven for each member of parliament."

## Grain Growers' Guide.

Up to the present time the Manitoba Elevator Commission has acquired in the neighborhood of 112 elevators in the province at various points as have been published in The Guide from week to week. The work of acquiring elevators is progressing rapidly. As the grain season has already opened it will be impossible to have many of these old elevators that have been purchased removed to meet the requirements of the government system as regards special blinding and cleaning. For the same reason it will probably be impossible to operate the sample market this fall to handle the grain from all the newly acquired elevators in accordance with the terms of the Elevator Act. However, the commission state that they will probably have government elevators at at least one-third of the shipping points in Manitoba during the present season. The action of the commission in securing more than one elevator at the larger farm implements, such as binders and mowers, was reduced by the Protectionist Conservative Government from 35 to 17½ per cent, the excessive valuation now placed on American binders greatly diminishes the amount of the apparent relief."

Later in his letter the correspondent of the Economist adds:

"There is a galvanizing, of course, that the Liberals have failed to reform the tariff in the root and branch manner promised. Taken all around, the reductions they have made are significant, and delegation after delegation hammers this into Sir Wilfrid."

When the doctor was called to the house in Alton Road, England, on the north-eastern fringes of the metropolis, to attend "Harry Lloyd" in his last moments, he presently came down stairs and said to Miss Lloyd, who believed herself to be the daughter:

"I thought it was a man I was called to see?"

"Yes, it is so," she replied; "that is my father." Then she was shocked to hear that the dead body upstairs was that of a woman.

Inquiries established the fact that the woman's real name was Marie Le Roy, the daughter of a French officer whose widow resided in Brussels some time about 1872. Well educated and full of the joy of life, the little French woman used to attend the hall of science in Old street in the days when Robert Ingersoll, Charles Bradlaugh and Austin Holyoake, his publisher, lectured there. Why this well educated woman cut herself off from all her friends and lived the latter half of her life as a man is a mystery which she has carried with her to the grave. Probably, however, it was due to a wish to protect the good name of the girl who believed her to be her father.

This theory has recalled similar acts of devotion disclosed from time to time in the life histories of other women who have posed as men. More often, however, women have adopted men's attire through sheer love of adventure and a dislike of the limitations and restraints imposed on their own sex. Of this the most notable example was the famous Mme. Velasquez, who took so active a part in the war between the north and the south. She organized a company of recruits, and, to the intense surprise of her husband, who was an officer in the confederate army, she one day presented herself before him in camp, and he was in the extraordinary position of having to accept the service of his own wife as lieutenant. Soon after she joined him, however, he was killed by the accidental discharge of a carbine. Mme. Velasquez had many exciting adventures in the war. She fought through the battle of Bull's Run, and was badly wounded at the fall of Fort Donelson. After giving up service as a soldier she acted as a spy for the Confederates, and when the war was nearing its end she took a hand in blockade running.

In keeping with her adventurous nature, she married three times, and had three children, but the cares of motherhood do not appear to have induced her to settle down, for in later life she joined a miners' camp as a man and made extensive tours through Europe. At the beginning of her masculine career she went to great pains to conceal her form, and had made for herself half a dozen fine wire net shields, which she wore next the skin. Over these she wore an undershirt of silk or lisle thread, which fitted closely, and was held in place by straps across the chest and shoulders. These undershirts could be rolled up into the small compass of a collar box. Around the waist of each of the undershirts was a band with eyelet holes, arranged for the purpose of making the waistband of the pantaloons to the proper number of inches.—Kansas City Star.

The finest opal known is that belonging to the Austrian crown jewels. It is five inches long, two and a half inches wide, and weighs seventeen ounces.

claim seriously. The second point—that in which Canada is chiefly interested—had to do with what is known as the headland question. Along the coast of the United States the great bays and gulfs are regarded as belonging to that country, and not as open sea. Chesapeake Bay, Delaware Bay, Cape Cod Bay, in fact all the arms of the sea, are territorial waters of the Republic. But, according to the Washington contention, the same rule does not apply to Canada. All the bays and gulfs in Canada are parts of the sea, and not territorial waters, and being parts of the sea, United States fishermen are free to enter and to carry on their fishing operations there. This claim, in view of the position of the United States towards the gulfs and bays of that country, was entirely unjustifiable, and it is strange that it should have been insisted upon.

On the two points mentioned, Canada is victorious. The victory, however, is not really one of today. It dates back to the year 1888, when Mr. Joseph Chamberlain and Sir Charles Tupper negotiated the fishery treaty which the Senate of the United States rejected. That treaty dealt with the question of the gulfs and bays in language that is identical with that now employed on the same subject by The Hague Tribunal. Apparently the acceptance by the United States diplomats who helped to frame that treaty of the view advanced by Mr. Chamberlain, and notably by Sir Charles Tupper, helped to bring about the judgment that establishes the Canadian contention.

## WOMEN IN MEN'S CLOTHES

### Cases of Feminine Masqueraders Recalled by Recent Instances

How many women are there masquerading as men in your locality? Maybe the question is not so foolish as it looks. For before suffragettes came to trouble the world women often found ways to gain equality with men.

There was "Harry Lloyd," for instance, who has just died on the outskirts of London. The mystery of this woman, who for over 25 years worked and lived as a man, has aroused the most curious interest. So well did she carry her masculine clothes that no body suspected her secret.

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**BLAMES CREW**

Survivor of Ferry Disaster Says Ferry No. 17 Could Have Saved Men On No. 18.

LUDINGTON, Mich., Sept. 11.—Thos. Shields, a coal passer, rescued when Car Ferry No. 18 went down in Lake Michigan Friday, gave an account of the wreck tonight. He lies at a local hospital in a serious condition. This is the story in his own words:

"You see, I'm just a coal passer and I was on watch at 12.30. I noticed there was water coming in from one of the glass ports, but I didn't think about it, as sometimes water does come in. Then I saw the mate Joe Bregenski, and one of the wheelmen come in and try to fix the glass and the iron or brass that holds the port in. Then Captain Kilty comes and they push clothes and rags into the hole and the captain orders the pumps to be put up. There was a heavy sea pounding, so I tells one of the firemen that water was rushing in. Then about 1.30 Captain Kilty comes and tells us we've got to shove the cars off so as to lighten the ship. We had a hard time getting them off because they would stick and hang over, but we got the 29 off. Then the captain told us to get the port side life boats off as that was the lee side and the sea wasn't so heavy. There were three boats and we moored them so they cleared the side. Some of the deck hands got in and kept the life boats from banging alongside. We loosened all the life rafts so they would float off when the boat sank. We had the flag at half mast at daylight so that No. 17 would know that we were in trouble. No. 17 was getting pretty close to us and I was right

alongside of Captain Kilty when he yelled to but that 18 wouldn't last long. But No. 17 didn't come alongside. No. she swung around our stern and came within 100 feet of us on the windward side. I heard Captain Brown yell to the 17 and say 'for God's sake, what are you doing, why don't you get a hustle on you.' The 17 swung back and over on the lee side of us, but just stayed away. If they had had any nerve at all, they would have saved every mother's son of us."

**ALBERTA'S CHIEF JUSTICE**

It is Understood That Judge Scott Will Get Position.

CALGARY, Sept. 10.—It is practically an assured fact that the vacancy caused by Judge Sifton and Judge Mitchell entering into provincial politics will be filled by Saturday.

"As soon as Sir Wilfrid returns from the Eucharistic conference at Montreal, the appointments will be made," said a gentleman qualified to speak, to the Daily News this morning.

It appears that recommendations and suggestions have been made to the federal authorities and that all that now remains is the sanction and endorsement at Ottawa.

Though the names of the prospective chief justice and judges have not been given out yet, those which have been put most prominently before the public since the said positions on the bench have been vacant are Supreme Court Judge Scott, for the chief justiceship; W. L. Walsh as his successor and Mr. James Shortt as district court judge.

The duration of British Ministeries for the past century has been very little over three years.

ANOTHER

To Run The Boundary Will Come Northern

Edmonton.

was propositioned New York call of a line traverse the line from the ante the Peace River over 700 miles neck up with Montana, was ton today by York capitalists coal men who a company to have completed 100 miles.

Premier Sifton signature to 200 miles of road through Card to the west ship 6, range the south fort as Pacific rail this company Placer Cree tania railway, coming session an extension permit them line through way and Ed River. There into Kootenay it is understood quired.

Constructed on the first international this portion completed, \$1 spent on survey Construction north towards this fall.

GIGA

Missouri Court nation Jefferson C. Commission report to the states declares the Company a the effect of the manufacture harvesting the prayer for granted.

The Inter party of Ames used merely New Jersey the Missouri licensing of t son of its 600,000.

The subsid ing to Comm any capital a stance as a is a mere fl states whose age such va and power i may injure sioner found Harvester C er Machine Co., The Pla borne & Co. vesting Mac competition 1902, Cyru aid of Geor Morgan & living comm manufacture

MONTRE ing of the held this a was elected to fill the of St Geor has been e Milling Com years, at p important p of the we quarters at experience the busine utable addi

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