

ing on his brother's
delivery of the team
until after the death
of the horses were the
deceased.
the crown endeavored
these horses were the
deceased.
of the attorney gen-
eral appeared for the
E. D. Wood for the de-
Bunn and Murphy pre-

DEEF SEIZED

April 30.—Over 25,000
were seized and destroy-
Leprosence, food in
consequence of gained
in Chicago and was
so, and from there ship-
ed. In Halifax the com-
and the buyer re-
the goods. They were
to the city. In Montre-
gold at a big reduction
than half the original
price. Happily the inspec-
track of the goods so
only three cases had been
opened, and these were
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been made in all 197 cases
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MONSTER PETITION

Regarding the Subject of Gov-
ernment Elevators Has Been
Presented to Sir Richard
Cartwright—Grain Growers
Make Requests to the Minis-
ter—Langley Explains.

In Ottawa last week Sir Richard
Cartwright, minister of Trade
and Commerce, heard the representa-
tions of the Alberta grain interests who
advocate certain changes in the Mani-
toba Grain Act, which would facili-
tate the shipment of wheat westward
for export from Vancouver; also the
construction of a government owned
terminal elevator at Vancouver to
facilitate shipments. The delegation
consisted of L. P. Strong, Calgary;
Richard Harcourt, deputy minister of
agriculture, Edmonton, and L. P.
Freen, secretary of the United Farmers'
Association. They were accom-
panied by George Langley, M.L.A.,
president of the western Grain Grow-
ers' Association, and R. McKenzie,
secretary of that body, who will also
see the minister in respect to amend-
ments to the grain inspection act,
and also by Premier Rutherford and
Attorney General Cross of Alberta,
the Hon. Frank Oliver, Hon. Wm.
Templeman, Senators Watson and
DeVere and the following members of
parliament: McIntyre, Clark, White,
Nesley, McNutt, Cowan, Rutan, Lake
Burrill, Schaffner, Haggart, Heron,
Sharpe and Taylor.

The requests made by the dele-
gation were three in number, as follows:
(1) That proper grain shipping facili-
ties should be provided at the port of
Vancouver.

(2) That there should be appointed
a grain inspector for the provinces of
Alberta and British Columbia, who
has knowledge and experience in grad-
ing the cereals produced in these
provinces.

(3) That the Manitoba Grain Act
be so amended in its application that
any farmers wishing to put their
grain through the elevators by sale
or otherwise be enabled to get cars
in the same proportion as though
they loaded from platforms, and that
the railways be obliged to keep a
book for the purpose of recording
their requests for cars.

The members of the delegation
made it clear that they did not de-
sire to force upon the government the
necessity of amending the grain in-
spection act at this late date in the
session. The view was expressed
that their demands could be met tem-
porarily by orders in council. Mr.
Harcourt, in presenting the views of
the delegation said that till recently,
owing to the high rates, it had been
impossible to think of developing a
western grain export trade. The C.
P.R. had now made arrangements to
give a rate of 22 1/2 cents per hundred-
weight from all points in Alberta to
Vancouver which meant that the
Pacific coast port could now ship
grain to Liverpool even around Cape
Horn at an advantage over the east-
ern route.

Sir Richard inquired as to the amount
of grain shipped to Vancouver
for export.

Mr. Harcourt said that up to the
present time the amount had been
small, but with a through rate to
Liverpool via Vancouver, the Alber-
ta farmers would enjoy an advantage
over those farther east.

L. P. Strong, general manager of
the Alberta Pacific Elevator company
pointed out that a rate on grain of
25 cents from Alberta to Fort Wil-
liam was probably the cheapest on
the continent, the distance being 1400
miles from Calgary. On the other
hand the rate of 22 1/2 cents to Van-
couver a distance of 640 miles from
Calgary would be a result of com-
petition be further reduced to the
consequent advantage of the Van-
couver route and the Alberta producers.

During the season when the naviga-
tion of the Great Lakes was closed
the Alberta farmers on the present
rates enjoy an advantage of six cents
per bushel on shipments.

Mr. Strong spoke of the additional
advantage which would be gained by
the shipment of grain via the Tehu-
antepec railway across the Isthmus
of Panama. He emphasized the fact
that Alberta is going in largely for
red winter wheat, which matures ear-
ly and can be shipped before any car
shortage sets in. Mr. Strong said
that while an assistant inspector of
grain is stationed at Calgary there is
no board of survey nearer than
Winnipeg, and as a result if an in-
spection is challenged at Vancouver a
sample has to be sent out to Winnipeg
to be dealt with by a board of survey
which is not acquainted with red win-
ter wheat. There was the necessity,
therefore, for the appointment of a
board of survey at Calgary.

Mr. McIntyre of Strathcona asked
Mr. Strong how it was that farmers
of Alberta were not getting an ad-
vantage of six cents per bushel if the
situation was as described.

Mr. Strong said that for westward
shipments more could be paid but
that the farmers would not get the
full benefit till facilities were provid-
ed at Vancouver. All the grain ship-
ped from there is handled in sacks
and by hand labor, he said.

Mr. Freen was then heard in re-
spect to the demand for a change in
the regulations as to the distribu-
tion of cars and the desire of the

farmers for government owned ter-
minal elevators. He said that the
farmers were particularly opposed to
the management of elevators by pri-
vate companies. If an elevator were
put at Vancouver it should be placed
under complete government control.
It should be in the same position as
freight sheds owned by railways or
other common carriers. The farmers
had no objections to the railways
owning elevators if subject to the
provisions of the inspection act.

The change in the grain act asked
for Mr. Freen said, would be in the
interests of the small farmers and
would apply only to western bound
shipments. It would mean that two
or three small farmers could combine,
order a car and sell grain subject to
future delivery, assigned to an eleva-
tor company. The requests could be
met if the railway companies were
instructed to keep two sets of car
order books, one for eastward and
the other for westward shipments.

Dr. McIntyre asked whether or not
some farmers' associations had op-
posed this proposal.

Mr. Freen said he had not heard of
any doing so.
Mr. McKenzie speaking briefly ex-
pressed the view that the govern-
ment should take care to provide
careful supervision of all grain routes.
In respect to Vancouver he did not
think that any special provisions
would be required once up to date
terminal facilities are provided on
the Pacific coast.

SIR RICHARD'S REPLY

Sir Richard Cartwright in reply
said he fully recognized the great im-
portance of the representations made
and of doing everything possible to
facilitate the opening of the oriental
market as well as those of Europe
which might be reached by the Tehu-
antepec railway route. It was im-
probable that at this late period any
thing in the way of legislation could
be accomplished this season, but
whatever could be effected by order
in-council would be done.

Encouraging the Beautiful.

Enthusiasm and success are stamp-
ed all over the scheme for making
the stations of the Canadian Pacific
Railway the links in a flower chain
extending across the continent. Mr.
N. S. Dunlop, the chief of the C.P.
R. claims department, twelve years
ago inaugurated the free distribution
of flower seeds to agents and others
and the beautiful flower gardens by
which so many of the company's
stations are surrounded in the sum-
mer months are the direct result. In
this direction the company has cer-
tainly given an impulse to civic
pride all over the Dominion, the full
effect of which can never be ade-
quately estimated. It has been noticed
wherever the station agent or sec-
tion men establish a garden with the
seeds supplied free from the com-
pany's floral departments, the en-
thusiasm for flowers invariably ex-
tends to the whole community and
fosters pride in the beautifying of the
homes of the people.

Mr. Dunlop is now sending out the
annual packages of seeds. No fewer
than 50,000 packages, representing 32
varieties, are being shipped out, to
be distributed in 1,500 gardens across
the continent.

"The flower fever," said Mr. Dun-
lop this morning, "has spread over
12,000 miles of railway, and the de-
sire for flowers extends to the com-
pany's hotels, dining cars, Atlantic
and Pacific steamers, as well as the
steamers on the Great Lakes, inland
waters of British Columbia and the
B. C. coast service.

"Agents, sectionmen and their em-
ployees together with their wives, vie
with each other and make a flowery
chain across Canada, and now where-
ver there is a C.P.R. station, sec-
tion house, or office building, there
you will find flowers.

"Later on thousands of plants and
shrubs will be sent out, while last
fall we distributed 200,000 tulips, hy-
acinths, lilies, crocuses, iris bulbs.
This means that those sent out in
former years will soon be millions of
early spring bulbs in bloom.

"For months I have been receiving
hundreds of letters of encouragement
and inquiries regarding the flower
scheme for the present year, and the
indications are that the work will be
made greater and broader by the
hundreds of amateurs who now vie
with each other to brighten their
surroundings by the cultivation of
flowers during their spare time."

Mr. Dunlop's office is a regular
bureau of information on the subject
of horticulture, for large numbers of
the employees write to him for point-
ers. This morning the office was
gaily decorated with flowers in honor
of the occasion. The varieties of the
seeds sent out today were as follows:
—Alyssum, antirrhinum, aster, bal-
sam, candytuft, carnation, climbers,
dahlia, dianthus, eschscholtzia, ever-
lasting flowers, garlandia, hibiscus,
hyacinth bean, kohlia, mignonette,
nasturtium, nicotiana, pansy, petunia,
phlox, poppy, portulaca, scabiosa,
stocks, sunflower, sweet peas, verbe-
na and zinnia.—Montreal Witness.

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I was very sick with Quinsy and
I thought I would strangle. I used
MINARD'S LINIMENT and it cured
me at once.

I am never without it now.

Yours gratefully,
MRS. C. D. PRINCE.
Nauwigewauk, Oct 21st.

NEW SULTAN FOR TURKEY

Abdul Hamid a Prisoner and
His Brother Enthroned—
Future of Abdul Not Yet
Decided—Victory for the
Young Turks—May Be More
Trouble Yet.

Abdul Hamid II was driven from
the throne of the Ottoman Empire,
and his brother, Mohammed Reshad,
under the title of Mohammed V.,
reigns, but does not rule in his stead.
Some hours before parliament ruled
the decree of deposition soldiers of
the constitution went to the Yildiz
Kiosk to seize Abdul Hamid. The
palace was searched unsuccessfully
for a long time. It became necessary
at last to force an entrance into the
harem, and there the monarch was
found squirming on the floor in a fit
real or simulated. He was quickly
placed in a closed carriage and driv-
en rapidly to the Oheragon palace, a
beautiful building near the very edge
of the Bosphorus, where his elder
brother, Sultan Murad V., who was
also deposed, was incarcerated 20
years ago. Abdul Hamid's dethrone-
ment was not technically an act of
parliament or of the Young Turk
committee. It was accomplished in
the only lawful manner by a fetwa,
or decree of the Shiek-ul-Islam, the
head of the Mohammedan church.
This document declares that Abdul
Hamid is unfit to remain Kalifa by
reason of his religious unworthiness,
and also because of his tampering
with the holy writings and of blood
guiltiness. It is the moslem theory
that the throne is never empty, and
therefore Mehemmed Reshad became
de facto Sultan as a matter of fact
as the announcement of Abdul's re-
moval was issued.

Mehemmed Reshad drove through
the streets to the parliament house
being everywhere acclaimed with ap-
parent enthusiasm, and he immedi-
ately took the oath of fealty to the
constitution. A salute of 101 guns
proclaimed the accession.

There is naturally nothing but sat-
isfaction visible among the popula-
tion of the capital, but it would be
assuming too much to expect that
the change will be accepted quietly
throughout the empire. There is very
grave reason to fear an outburst in
religious fanaticism, taking the form
of a massacre of Christians, in some
parts of the country. Nevertheless,
the transfer has been effected strictly
according to Moslem traditions and
with far greater decency than the
circumstances of Abdul Hamid's en-
thronement, more than 30 years ago.

The Young Turks believe they pos-
sess overwhelming evidence of Abdul
Hamid's guilty connection with the
revolt of April 13. They found much
telegraphic correspondence at the Yil-
diz Kiosk bearing on this point. The
amount of money, evidently received
as bribes, found in possession of the
captured soldiers of the old garrison
was simply incredible. One company
of gendarmes alone took from its
prisoners four thousand pounds. Among
780 policemen taken prisoners,
one had 750 pounds in his pocket. It
is absurd and incomprehensible how
the assertion can be made that the
Sultan knew nothing of the rising in
face of such evidence. The money
captured included many English sov-
ereigns.

The Sultan's personal aide-de-camp
Shakir Pasha, has committed suicide.
The city remains quiet, but the
streets are full of people. The chief
topic of discussion is the future
treatment of Abdul Hamid, who will
be kept a close prisoner wherever the
assembly decides he shall be incar-
cerated. This will certainly be in the
vicinity of Constantinople, so that he
will be under strict surveillance of
the Constitutionalists, though his
final prison may be on the Asiatic
side of the Bosphorus.

Arrests are taking place every-
where. The city is full of fresh troops.
The internments of the victims of the
recent fighting are being carried out
on a large scale. According to the
latest estimates, 1,100 were killed,
and 2,000 wounded. There have been
many executions, the total number
of which will never be known. The bar-
racks where the fighting took place
are already being demolished.

Cheftek Pasha, in an interview to-
day, declared that the present gar-
rison of the capital would be dem-
olished. The great barracks at Pera
would be razed, and the site used for
villas. Neither the second or third
army corps would remain in Con-
stantinople, but sixteen battalions
would be distributed in the environs
while 500 Salonica gendarmes would
remain in the city itself. Cheftek
Pasha admitted that he had been of-
fered the Grand Viceroyship, but said
he had refused it as he would refuse
the post of minister of war, because
he did not want it said that he came
with the troops seeking his own ad-
vancement.

Mehemmed Pasha, who comes to
the throne is a nonentity. This is in
his favor, for he will reign only in
name. He has been virtually a pris-
oner throughout the reign of his bro-
ther, and it is not surprising that
he is little more than a sensationist. It
is the general expectation that Ahmed
Riza will become Grand Vizer.

Abdul Hamid is quoted as saying,

after he had been taken prisoner: "I
expected this. It is my fate. My only
wish is that the lives of myself and
my family may be safeguarded, and
that I may reside at the Charighan
Palace, as I wish to die where I was
born."

Parliament debated the question of
Abdul Hamid's future residence. Some
of the members favored allowing him
his choice, with the option of going
abroad. This was met with strong
opposition, complications being feared.
It was decided that he must re-
main in Constantinople.

Gazette Appointments

JUSTICES OF THE PEACE.
P. J. McDonald of Wilkie.
Edward Cook of Wilhowfield.
John Tait of Meota.
W. J. M. Walke, Saskatoon.
John Stemmom of Pasqua.

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C. S. Williams of Adanac.
A. Dubuisson of Gravelburg.
Geo. Buckle of Bond.
G. H. Walker of Kuroki.
Asmund Lopsen of Churchbridge.
James B. Housell of Coxy.
Lea Albert Ramsay of Unity.
T. R. Platt of Saskatoon.
J. H. Howard of Tessier.
William Dick of Ladstock.
G. H. Gerwing of Saltcoats.
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Robt. Hardy of Unity.
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PROCESS ISSUER
M. J. Dermody of Whitewood.

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TICS.
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Fred Bradshaw of Canora.
James A. McRae of Gainsborough.

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A. J. Coleman of Manor.
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J. W. Matthews of Rosemont.
S. Burst of Lake Centre.
J. H. Wall of Borden.
J. Fleming of Asquith.
Francis J. Duck of Mortlach.
J. LaRoque of Lebret.
Jos. Haghwachs of Lipton.
B. Lank of Forest Lake.
W. Thompson of Southey.
W. J. Davis of Regina.
W. D. Buckmaster of Lloydminster.
J. D. Gerhard of Herbert.
C. Longmire of Huestics.
W. H. Harbord of Mandal.
F. Baines of Nutana.

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J. Edward of Bethune.
L. B. E. Lowe of Blue Hill.
E. Swanston of Mariceton.

INSPECTORS OF WOLF PELTS.
R. A. Perkins of Yorkton.
J. A. Thompson of Delisle.

RESIGNATIONS AND RETIRE-
MENTS.
J. Erikson of Wynyard, official au-
ditor.
R. H. Kerr of Wynyard, official au-
ditor.
E. Androchowicz, of Vonda, regis-
trator of vital statistics.
C. Adams of Fenton, justice of the
peace.
W. T. Warner of Flettwode, justice
of the peace.
W. S. Ellis of Fillmore, justice of
the peace.
J. E. Brinkworth of Taylorton.
R. A. Klein, of Prince Albert,
turnkey.
N. Arnoldy of Leofold, justice of
the peace.
A. Luxton of Wilcox, herd pound
keeper.
M. Gabor of Canora, inspector of
wolf pelts.
Eber B. Tedford of Mortlach, jus-
tice of the peace.
A. Selbel of Balgonie, justice of
the peace.
H. S. Keys, of Loganton, inspector
of wolf pelts.
J. W. Ferguson of Yulew Grass,
game guardian.
C. E. Barton, of Mortlach, herd
pound keeper.

The Heward hotel which has been
closed for four months is to be re-
opened. It has been purchased by F.
J. McFarlane of Pierson, Man.

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**SOLICITOR'S
BIG FEES**

Mr. Johnston of Winnipeg Ap-
pears before Public Accounts
Committee to Explain His
Charges for Doing Legal
work for the transconti-
ental Railway Commission
—Stiff Fees Charged.

Ottawa, Ont., April 28.—T. H.
Johnston, M. P. for West Winnipeg
appeared before the public accounts
committee of the house of commons
this morning, and was examined by
S. Meighen as to the charges of costs
which he made to the Transconti-
ental Railway Commission for getting
clear titles for the right of way of
that railroad.