

NO NEW BLADES. NO ANNUAL TAX.

If you wish to fasten one of these Razors without RISK or OBLIGATION on your part, apply to us for details!

CALL FOR FREE BOOKLET "HINTS TO SHAVERS"

"Carbo-Magnetic" Blade of Canadian Shave, \$1.00.

Sole Agents:
Armstrong, Smyth & Dowse
and
Peart Bros. Hardware Co.

ROYAL COAL

FROM LETHBRIDGE

The Best Domestic Coal

No Clinkers No Dust Thoroughly Screened

Steam Coal

The HUNTER COAL CO.

Office: Regina Flour Mill Co. Phone 74 1721 Scarth St.

GENERAL BLACKSMITHING

All kinds of blacksmithing done promptly and in a workmanlike manner. Horse Shoeing a Speciality.

J. A. NEILY,

BROAD ST., opposite Waverley Hotel

GALT COAL

CLEANEST AND BEST

The Smith & Fergusson Co.

Sole Agents Phone 45. Smith Block Rose St.

15% more for your House

If you intend putting up a house to cost \$800 or more, estimate on a

"Sovereign" Boiler and Radiators

The "Sovereign" hot water system of heating will add 15% to the selling value of your property.

Do not approach the heating problem without consulting us. Our booklet "Saving the Coal" sent to any address.

Taylor-Forbes Company
Head Office: Guelph, Canada
Agents: Vulcan Iron Works Company, Winnipeg.

WRIGHT BROS.

Undertakers and Embalmers.

Day Phone 53 Night and Sunday Phone 141

Regina, Sask.

SHIPPING LIVE STOCK

Prime Cattle Now Being Shipped from the Ranching Country--Maple Creek Yards a Lively Scene.

Maple Creek has presented a very busy scene this week, and one which brings home to the residents of the district the great importance that this portion of western Canada holds in the live stock industry, says the Maple Creek Ranching News.

From Monday morning till Wednesday night the stock yards were replete with the products of our boundless prairies, and the animals confined therein have been a very pleasing sight to the onlooker.

W. T. Smith opened the week with a shipment of 97 head of cattle direct from his ranch north near the river, and H. C. Thompson followed up on Tuesday with a bunch of 110, all prime beasts in the pink of condition. Tuesday night Ben Chesneau threw a little variety into the scene by transferring a carload of range-bred horses to Swift Current, consigned to Robert Cruckshanks.

The biggest shipment, however, was made on Wednesday when the well known firm of Conrad-Price Co. shipped no less than 708 head of the prime cattle that have ever left Maple Creek. These animals were in the finest possible condition, and bore remarkable testimony to the valuable nutritious quality of our prairie grasses, and they were at once the admiration and envy of every stockman who witnessed their shipment.

No less than 50 cars were requisitioned for the conveyance of these animals east, and the shipment was the biggest since about two years ago when the same company despatched 90 cars in one day.

The live stock industry in Maple Creek was never better nor more thriving than it is at present, and the shipments just recorded together with the conditions of the animals show what a valuable asset we possess in the live stock which is owned in the Maple Creek district.

SAVE THE CHILDREN.

Mothers who keep a box of Baby's Own Tablets in the house may feel that the lives of the little ones are reasonably safe during the hot weather months. Stomach troubles, cholera infantum and diarrhoea carry off thousands of little ones every summer, in most cases because the mother does not have a safe medicine at hand to give promptly. Baby's Own Tablets cure these troubles, or if given occasionally to the well child will prevent these troubles coming on. And the mother has the guarantee of a government analyst that the Tablet contains no opiate or harmful drug. Mrs. Geo. Mineault, Jr., Mont Louis, Que., says: "Before giving Baby's Own Tablets to my little one she suffered greatly from stomach troubles, and cried a great deal. The Tablets soon cured her and she is now a plump healthy child who does not look as though she ever had an hour's illness." You can get the Tablets from any dealer in medicine or by mail at 50 cents a box from Dr. Williams' Medicine Co., Brockville, Ont.

30 YEARS' EXPERIENCE

PATENTS

Anyone sending a sketch and description may quickly ascertain our opinion free of charge. We advise strictly confidentially. Communications should be addressed to MUNN & Co., 361 Broadway, New York.

D. A. Macdonald

Dealer in Carriages Twine Harness Agricultural Implements Cream Separators Oils Greases, etc. Harness Making

THE CONQUEST OF THE AIR

Some Experiments with Airships

A correspondent of the London Times in his third article on "The Conquest of the Air and its Possibilities," says:

Leaving aviation—or the art of flying in aeroplanes and other machines heavier than air—for separate treatment at a later date, I will now deal only with air ships or dirigible balloons.

If the 18th century the construction of an air ship was beyond the range of possibility, the problem becoming practicable only in the last decades of the 19th century, when mechanics had so far developed that motor driven machines, both light and powerful, could be constructed. The 20th century opened with good prospects that a practical airship would be seen and perfected, one which would be capable of serving important objects in science and welfare, quite apart from its possibilities as a form of sport.

The fantastical representations which have been made from time to time, showing a complete disarrangement of our traffic by airships, are foolish, but not more so than equally shortsighted comments deriding the idea that any vessel supported by gas and driven by motor engines could ever serve a really useful purpose in war. An airship can obviously have only a limited application, owing to its bulk and dependence on the wind and weather; but as its development progresses these limitations, will of course, gradually lessen and might even eventually disappear entirely.

Up till a very recent date the air ship has depended for its development on the ideas and experiments of a few inventors and private persons convinced of the ultimate success of aerial navigation; but if a glance is taken through the names of some of these scientific aeronauts, and the results of their labors are given careful consideration, it will be at once apparent that these men are by no means hare-brained enthusiasts, but sober-minded people who have given the matter serious study, both theoretical and practical.

There is no disputing the fact that the ignorance of the masses on the whole subject, from ordinary ballooning to its more advanced stages or airships and aeroplanes, is infinitely greater in this country than in America or on the continent, where enormous crowds assembled whenever they are afforded an opportunity of witnessing anything in the shape of an ascent, either by balloon, a dirigible, or a flying machine.

I cannot here refrain from expressing satisfaction at the efforts of the Aero Club of the United Kingdom to create some public interest in ballooning by various means. Those recently adopted in the shape of "point to point" and "hare and hounds" races appeals to the sporting instinct of the majority of our populace. It is also a fact that five aeroplanes of which I have some cognizance are being constructed at the present time for or by different members of the Aero Club, and this goes to show that the ordinary old-fashioned spherical balloon is not sufficient to satisfy the aspirations of a horde of these amateur aeronauts, and is a healthy sign that in private circles, at all events, there is a determination not to be left far behind in the science of aviation by foreign countries.

It would occupy too much space, and probably only prove wearisome to many, if I referred in detail to the numerous experimental airships which have been constructed in different countries since 1784; but it is worth remembering that as early a date the idea was considered feasible if the most suitable steering and propelling methods could be discovered, the first attempts being carried out with oars worked from the basket or car of the balloon in the same way as in a boat. The really false idea of the whole 18th century, however, was the practicability of navigating a spherical balloon. The first person of whom I can find a record to build a fish-shaped airship was a German named Leppig, and he produced his vessel at the cost of the state of Worszowo (Russia), during the year 1812. Two fins were attached to the sides and a tail acted as a horizontal rudder, and the lower keel-shaped part forming also a car. From that time onwards various shapes and devices were attempted, till in 1872 Paul Hæmlein's airship, built in Vienna, was tried at Brunn. This was a cylindrical balloon with conical ends, inflated with coal gas, and carrying a four-cylinder gas engine of about 2.8 horse power. On the frame work, which was strongly attached to the balloon by means of a longitudinal stay, were four blades screws, and also at one end a trapezoidal rudder. Trials of this vessel gave her an independent velocity and proved her navigable, though the screw only worked at 40 revolutions per minute.

From this time onwards various experimental airships were built up to the end of the 19th century, and I cannot do better than quote the opinion of that very clever and ex-

perienced aeronaut, Major Hermann Moedebeck, on the causes of non-success, or, more rightly, the limit of success arrived at up to that date.

"The laws relating to the air-resistance for different sizes and forms of surfaces were not sufficiently developed. The powers of the motors employed was over-estimated in comparison with the great head resistance of trials with different models, the propeller in the air was not understood. The question as to whether a large slow rotating screw or a smaller rapidly rotating one worked most satisfactorily was undecided. The driving power required for various sizes of propellers was not worked out."

From what had been accomplished however, it was obvious that far more could be achieved, and so the beginning of the present century saw Count Zeppelin building an airship in a floating shed on Lake Constance and M. Santos Dumont, after a series of trials with different models, continually improving them as the trials progressed, at last succeeded in travelling from Parc d'Aerostade l'Aéroclub round the Eiffel tower and back to his starting point in 30 minutes and 41 seconds, on Oct. 19, 1902. For this performance he received a prize of 100,000 francs which had been for some time offered by M. Deutch de la Meurthe for the first aeronaut to accomplish this flight in safety. Up to the year 1906 M. Santos Dumont had built in all 14 airships, and though less than he had heard of this intrepid aeronaut lately, it is only right to describe him as the real pioneer of modern-day aviation and airships.

As is well known there are now many airships both completed and under construction, and every new vessel proves more and more conclusively, to any unbiased mind, that it is merely a question of time, practice, experiment, and general development—especially regarding the construction of light yet powerful engines—before airships will be sufficiently navigable, in even strong winds and unfavorable weather, to prove of enormous value and importance to every civilized nation of the world.

The first trial of the rebuilt Nulli Secundus, which took place from Cove-common last week, should certainly give Englishmen satisfaction in the thought that our experiments, though somewhat tardy are coming to a more successful issue, and should encourage all who possess either patriotism, or foresight or both, to add to the clamor for increased government grants, and so enable the energetic workers at Farnborough to make more rapid progress in the development of aeroplanes. A meet of praise is due to Mr. Cody, as well as to Col. Capper and Col. Templar, for the great improvement effected in England's Army airship since last September. Mr. Cody aided largely in devising the ingenious rigging and covering for it in the present shiplike form, and very well did the operations prove good judgment, for the dirigibility of the aeroplane was perceptibly better by far than last year. I predict that it will be still better improved when one or two slight alterations are carried out. The pessimists or conservative "disbelievers" in any new achievement try to cut down the need of England's keeping pace with other countries in this very practical method of effecting the conquest of the air will, I feel sure, be the first to hurl abuse at the government, the authorities, or anyone but themselves, when they realize that, as on other former occasions, they have been asleep to very real possibilities. For anyone who gives even a little time and study to this subject there is no disputing or disbelieving the fact that the future of aerial navigation in dirigible balloons is absolutely assured.

Smith-McDonald

The marriage of J. Russell Smith eldest son of Mayor Smith to Miss Mae Elizabeth McDonald, daughter of Ald. L. T. McDonald, took place last Thursday evening at the residence of the bride's parents, 2455 Victoria avenue. The ceremony was performed by Rev. W. A. Guy of the north side Presbyterian church in the presence of a large number of relatives and friends.

The bride was attired in a duchess satin ribbon and flitette net insertion with baby Irish lace over gloria silk. Miss Tessie Webb was bridesmaid, while the groom was supported by his brother, Mr. Arthur Smith.

After the ceremony toasts were drunk to the bride, the host and the hostess, the bridesmaid, the groom's parents, the old timers, the guests, etc.

The happy couple were the recipients of a large number of presents which bear testimony to their popularity. The bride received a cheque from Mr. and Mrs. J. W. Smith, and a piano from her father, J. T. Stewart of Hamilton sent a beautiful silver service.

Amid the best wishes of their numerous friends the bridal couple left for their honeymoon tour to the coast the following morning.

Minaid's Liniment cures Diphtheria.

AMERICAN EDITORS

Visit Regina and are Entertained --Men from Nearly Every State in the Union with the Party.

The special train containing members of the National Editorial Association of the United States arrived in the city last Wednesday. The members of the party were entertained at lunch at the King's hotel after one o'clock and afterwards were driven to Government House and the R.N.W.M.P. barracks.

The party is touring western Canada under the auspices of the Department of the Interior. They started their Canadian tour from Winnipeg going from there to Edmonton and making stops at Dauphin, Kamsack, Saskatoon, Rosthern, Battleford, Humboldt, Vermilion and Vegreville on the Canadian Northern Railway. At Edmonton twelve hours were spent. On the Canadian Pacific the points visited included Strathcona, Red Deer, Calgary, Banff, Macleod, Lethbridge, Medicine Hat, Moose Jaw, Regina, after leaving this city they were to visit Indian Head, Arcola, Souris, Brandon and Carberry, returning to Winnipeg on the fourth of September.

The party is the most representative body of newspaper men who have come into Canada. Among the journalists on the train were Governor White of West Virginia, Congressman Ashbrooke of Ohio, a former secretary of the association, and Col. John Dymond of New Orleans, editor of the Sugar Planter and himself a prominent planter.

Will J. White, inspector of U. S. agencies Canadian government, and C. W. Speers, general colonization agent of the Canadian government, accompanied the party representing the Canadian government, and general passenger agent, Proctor of Calgary, represented the interests of the Canadian Pacific Railway.

Almost every state in the union is represented in the editorial party. There are several journalists from Minnesota, two from Florida, one from Maine and one from Washington. Several of the leading papers of the States are represented, and it is estimated that western Canada will receive a large amount of publicity as a result of the trip.

Stooking Machine.

(Winnipeg Free Press.) Yesterday afternoon G. J. Lovell and D. Wilson, accompanied by a Free Press reporter, went to Taylor Bros' farm at Headingly to see the Stewart stooking machine at work.

For the past 25 years active minds have been at work on the solution of the stooking problem, and this machine represents the latest product of those minds. Over 50 patents have been issued to protect various inventions in this field, but until now no machine has been sufficiently perfected to warrant manufacturing on a large scale.

The machine has many good to the necessary extent and is now being used extensively in the wheat belts of the United States. These facts were learned in conversation with J. G. Stewart, the inventor of this simple and useful addition to the ordinary farm binder. Mr. Stewart has just returned from giving a demonstration of the merits of his invention on the Brandon plains.

As seen in operation yesterday the stooking machine consists of a table upon which the sheaf is placed by the discharge arms of the binder, a low platform back of it upon which the operator stands or sits, and, back of that again, the circular frame or form in which the stook is arranged. When enough sheaves are transferred from the front table into this form to make a stook, a retaining arm is swung over, the form is tilted back and the stook left standing neat upon the stubble. The stook holder is then tilted back to its original position and the operation repeated. All this takes place while the binder goes on its way, and the time occupied of course depends on the stand of grain being cut.

When seen working yesterday the machine was doing so under the most unfavorable conditions, as the crop being cut was an irregular stand of green oats, and the ground was of a very rough character. In spite of the roughness which made riding on the stooker a feat in itself, the work done in an hour and a half's trial was of a very satisfactory character. Only one or two stooks collapsed, and those not entirely, while on perhaps ten per cent. of the field one or two sheaves failed to retain their places. Working under average conditions this machine gave promise of being able to stook practically every sheaf in a workmanlike way.

A Canadian company is being formed to manufacture the appliance.

Talking should be an exercise for the brain, not for the tongue.

The Sunday school teacher asked the class, "What kind of boys go to heaven?"

And one little urchin yelled out, "Dead ones!"—Lippincott's Magazine.

Regina Fruit & Produce Co.
Rose Street, William's Building

FORMAL OPENING

FRIDAY, Sept. 4, 1908

We are offering Very Special Prices Next Friday and Saturday

All kinds of Preserving Fruits, cheapest and best in town.

Also a full line of first-class Groceries at the lowest bottom prices.

It Will Pay You to Give Us a Call.

WE PAY CASH for all Eggs, Butter and Poultry.

Also give best prices.

PROVINCIAL NEWS

Prince Albert, Sept. 3.—Mrs. Stull wife of Postmaster J. F. Stull, died today. Deceased was formerly Miss Shannon of Tavistock, Ont. She had lived here nearly fifteen years.

L. A. Freeland, South Saskatchewan's largest farmer, had fourteen binders working in one field yesterday. He expects to have 30,000 bushels of wheat this year.—Weyburn Herald.

W. D. Donaldson, of the north plain has the honor of delivering the first load of wheat to Lumsden this season. It is a fair sample of No. 2 Northern. The Hall Milling Co. purchased it.—Lumsden News-Record.

Qu'Appelle, Sept. 3.—An old resident in the person of Halver Jensen, a Norwegian, aged 71 years passed away at McLean yesterday. Mr. Jensen came to Canada in 1863 and he west in 1866 where he made very many friends. His wife and one son survive him.

Moosomin, Sept. 3.—J. T. Brown, K.C., the Liberal candidate for this constituency, leaves here in a few days for Chicago to consult a specialist about his health. He is threatened with a nervous breakdown caused by overwork. Dr. McLaren, his physician will accompany him. It is expected that he will return here about Sept. 15.

It may not be generally known to our readers that S. S. Simpson, M. P.P., for Battleford, formerly resided in this district away back in the early eighties, says the Lumsden News-Record. With others he took up a homestead in the Cottonwood district, the farm at present being the property of Mr. Wm. Thompson. Later he was a clerk in Mr. Hoskin's general store at Craven. As the west extended in population Sidney Seymour Simpson moved on to Battleford, where he now resides. Nearly twenty-five years have elapsed since he made his first appearance here. There have been many changes in that time, although he is remembered by many old Cottonwood residents.

Estevan, Sask., Sept. 1.—Never since the days of 1862 has there been such a rush for homesteads and pre-emptions as now exists. Between four and five hundred farmers and land seekers have reached here during the past few days to take advantage of the new land bill. The streets are crowded and hotel accommodation is at a premium, while the opera house is fitted up with beds to try and accommodate the crowds. Thirty-one townships have been thrown open, in all some twenty-five quarter sections. The new act seems to give general approval and there is satisfaction expressed on all sides over the liberal terms on which the land can be purchased. The staff has been increased this week. Three mounted policemen were secured to preserve order. Seventy-five entries were made today and about 150 people are waiting on the sidewalk all night tonight.

REBELLION PAPERS

Chief of Police Forsythe has a copy of "The Guard Reporter," published in Prince Albert on Saturday, June 27, 1885, by the Winnipeg Field Battery. This battery was encamped here for some time and some of the enterprising members issued a paper. The news deals entirely with items of interest to soldiers and has little to say of Prince Albert. A much more interesting paper is "The Fool," of which the chief has also a copy of the first issue. Even the advertisements are interesting. "Go to T. O. Davis, ask his prices and you will be astonished," is one of the "ads." Any old time that T. O. Davis can't astonish you would be interesting.

Here is a good one, "If you want sausages or town lots, beef, pork, mutton, or sites for villa residences, go to John A. McDonald & Co. It, however, doesn't quite come up to this one. "J. L. Johnson, express agent, hardware, software, percussion caps, and hats, coffee and pistols." This announcement is quite suggestive, "coffee and pistols," may be an invitation for a duel. The articles are all well written and contain many interesting references to Prince Albert.—Prince Albert Times.

Success is due to a fine disregard for difficulties.

The greatest happiness is to be good and do good.

THE RETORT SARCASTIC

John Kendrick Bangs was moving goods and chattels from his home in Yonkers, N.Y. It was a rainy day, and before the house stood three large moving vans, and the lawn was covered with furniture of all sorts. Mr. Bangs stood in the downpour expecting the movers, when a lady, a neighbor with whom he was acquainted, passed and smiling asked: "Oh, are you moving Mr. Bangs?"

"No, indeed, Mrs. M." replied the humorist. "You see it is such a very beautiful day I thought I would get all the furniture out of my house and take it for a ride."—Philadelphia Ledger.

Saskatchewan Courier of Regina, tells a tragic dynamite story which will no doubt, be a warning to all readers handling dangerous explosives. The narrative concerns Oskar Ruff, the owner of two steers, in the vicinity of Regina, winners of many prizes and medals at exhibitions, including the recent one in that capital city. The shocking details are chronicled that the farmer had been using dynamite in clearing a field of stumps of trees, that one evening he hid the explosive in a fence corner, where the two animals found it and ate it. The next morning the farmer

not finding his dynamite, and realizing what had become of it, became so enraged that he picked up a large stone and hurled it at the two steers which were quietly feeding side by side. His aim, alas! was only too good. In the next instant a frightful explosion occurred, and there was nothing left of the two steers but a tail which was found on a neighboring farm, wound round a tree.

Mr. Brown, a Kansas gentleman is the proprietor of a boarding house. Around his table at a recent dinner, sat his wife, Mrs. Brown; the village milliner, Mrs. Andrews; Mr. Black the baker; Mr. Jordan, a carpenter, and Mr. Hadley a flour, feed and lumber dealer. Mr. Brown took a ten dollar bill out of his pocket book and handed it to Mrs. Brown with the remark that there was ten dollars toward the twenty he had promised her. Mrs. Brown handed the bill to Mrs. Andrews, the milliner, saying, "that pays for my new bonnet."

Mrs. Andrews in turn passed it on to Mr. Jordan, remarking that it would pay for her carpentry work he had done for her. Mr. Jordan handed it to Mr. Bradley requesting his receipted bill for flour, feed and lumber. Mr. Hadley gave the bill back to Mr. Brown, saying "That pays ten dollars on my board bill."

Mr. Brown again passed it to Mrs. Brown, remarking that he had now paid her the twenty dollars he had promised her. She in turn paid it to Mr. Black to settle her bread and pastry account. Mr. Black handed it to Mr. Hadley, asking credit for the amount of his flour bill. Mr. Hadley again returned it to Mr. Brown with the remark that that settled for that month's board; whereupon Mr. Brown put it back into his pocket book observing that he had not supposed a greenback would go so far.

It may not be generally known to our readers that S. S. Simpson, M. P.P., for Battleford, formerly resided in this district away back in the early eighties, says the Lumsden News-Record. With others he took up a homestead in the Cottonwood district, the farm at present being the property of Mr. Wm. Thompson. Later he was a clerk in Mr. Hoskin's general store at Craven. As the west extended in population Sidney Seymour Simpson moved on to Battleford, where he now resides. Nearly twenty-five years have elapsed since he made his first appearance here. There have been many changes in that time, although he is remembered by many old Cottonwood residents.