

WESTERN BUSINESS MEN DISCUSS MANY SUBJECTS

The Annual Convention of the Associated Boards of Trade of the Three Western Provinces Held Last Week--Officers for Ensuing Year--Brandon Next Place of Meeting.

The sixth annual convention of the Associated Boards of Trade of Western Canada opened at Saskatoon last Tuesday. The chair was taken by President McKenzie of Edmonton, who announced the following committees:

Committee on resolutions. A. E. Cross, Calgary, chairman; J. Cornell, Brandon; H. C. Lawson, Regina; James McGregor, Edmonton; William Cousins, Medicine Hat; Malcolm Isbister, Saskatoon; C. N. Bell, Winnipeg; E. M. Saunders, Moose Jaw; T. H. Bradshaw, Prince Albert. Committee on credentials: Charles H. Webber, Calgary; J. W. Fleming, Brandon; Hugh Aird, Saskatoon.

Very little business was done at the forenoon session with the exception of the registration of the delegates. At the afternoon session Mayor Hopkins gave an address of welcome to the delegates and Mr. Isbister, president of the Saskatchewan Board of Trade, announced the plan of entertainment which had been provided for the delegates.

President McKenzie then delivered his annual address as follows: "Gentlemen: As retiring president of this association I have now the honor to present to you my annual address, and in doing so desire again to express my keen appreciation of the honor you conferred upon me a year ago when you asked me to preside over your deliberations, and of the unflinching courtesy extended to me in the discharge of my duties in that connection."

"I am gratified to find so large a number of delegates assembled at this sixth annual convention of the Associated Boards of Trade, and take it as evidence of a sustained interest in the work. By a resolution of the convention held at Medicine Hat a year ago, Manitoba boards are now entitled to representation in the annual convention on the same basis as those of Alberta and Saskatchewan, and on behalf of the old members of the association, I now welcome them to this fuller participation in our work."

"The problems we have to face in these three provinces are similar, if not the same; our interests are inseparable, if not common, and though under three distinct governments our welfare are so bound together that almost every pulsation that affects the one is felt by the other. It is hoped therefore that by well directed and concerted action we shall derive the largest measure of a common benefit."

"During the past two years our western provinces have felt with the rest of the world the strain resulting from the financial stringency, but recently there are many indications that this condition is passing away, and that the onward march of general progress and development has been resumed."

"It is satisfactory to note that during the past year a distinct impetus was given to the settlement of the west by the Dominion Lands Act of 1908, which permitted the taking up of a homestead and pre-emption within a certain area and made available for homesteading all undeposited odd-numbered sections. It is also gratifying to note improvements in the class of settlers speaking homes in our midst."

"Following instructions given at last year's convention your executive on the 19th of December last appointed Mr. John T. Hall of Medicine Hat as permanent secretary of the association boards, who under their instruction inaugurated a very satisfactory follow-up system. For the purpose of interesting every board of trade in the work of the association invitations were extended to thirty-one boards of trade in Manitoba, forty-eight in Saskatchewan, and forty in the province of Alberta, and for the purpose of giving the fullest possible effect to the resolutions of the convention there were forwarded to the proper authorities and were followed up with a persistent correspondence impressing upon the various bodies to whom they were referred, the fact that these resolutions had received the most mature thought and careful consideration of the association before being presented to them, and endeavoring to see that so far as practicable action should be taken in connection with each of them."

"The machinery of this system is not yet in full perfect running order, but we believe that the foundations have been laid for a very effective work along the lines proposed. I beg to refer you to pages 54 and 56 of the report of the last convention, where you will find a brief synopsis of the year's work. I beg also to refer you to the mass of correspondence which now lies on the secretary's desk, and to invite your inspection of same, or of such parts as may interest you. One of the resolutions to be presented to this convention suggests a further extension of this work. I am of the opinion that this association has now reached that point in its existence when

it has become a strong factor in the upbuilding of western Canada. "It is with regret that I have on this occasion to refer to the death of an estimable member of our association, Mr. R. S. Cook of Prince Albert, who took so prominent a part in the work of the association during the past two years. I am sure that those who were privileged to visit Prince Albert when the convention was held there two years ago will long remember his genial hospitality. "In closing, I wish to express my appreciation of the able and effective services rendered by Mr. John T. Hall as secretary of the association. He has brought into the work a large fund of practical experience and has applied himself with commendable energy."

AFTERNOON SESSION At the afternoon session the following officers were elected. President, Wm. Cousins, Medicine Hat.

1st vice president, E. M. Saunders, Moose Jaw. 2nd vice president, J. Hanbury, Brandon.

3rd vice president, A. E. Cross, Calgary. The afternoon session was marked by an animated and interesting debate on the exemption ordinance, resolution 12, proposed by the Edmonton board of trade, suggesting legislation which would make the provisions of the ordinance applicable to any property included by any trader in any statement upon the faith of which he obtained credit.

The case of the wholesalers was ably presented and defended, but the debtor, the homesteader and the small trader as well as the farmer, were perhaps still more ably championed. Ex-Chief Justice McGuire made a stirring appeal that the prairie provinces should continue their assurance of "a house over every man's head, a bed to sleep in, a stove to cook his food and food to cook on it," and while the resolution was referred back to the committee on resolutions it was by such a narrow margin, and there was so much opposition to tampering with the law at all, it is doubtful it will carry when brought up again.

At this session the matter of the freight claims and the coal carrying rates was discussed, prominent railway men taking part. Sharp at ten a.m. the convention opened today's session. The representatives had been swelled by the arrival of later delegates. A list of regrets at inability to be present sent from several board and prominent men was read. Among them were regrets from the lieutenant governors of Manitoba, Saskatchewan and Alberta, Attorney-General Turgeon of Saskatchewan, Attorney General Cross of Alberta, Premier Scott of Saskatchewan, Premier Robin of Manitoba, Hon. W. R. M. Sherwell of Saskatchewan, Hon. Mr. Cushing of Alberta, and Mr. Halstead of the C.P.R. and Mr. Cooper of the Great Northern railway.

The chairman, appointed ex-Chief Justice McGuire of Prince Albert, J. W. Smith of Regina and E. M. Saunders of Moose Jaw, a committee to bring in a resolution at a later date to the convention on the loss sustained by the death of ex-Mayor Cook of Prince Albert, and J. A. McCaul of Indian Head, who had been veteran members of the association.

The meeting got down to hard business on resolution 24, regarding the settlement of freight claims by railway companies.

In rising to move the resolution E. M. Saunders, of Moose Jaw, stated that he did not insist on the form stated. Rather it was tentative in order to elicit discussion from members and from the railway representatives present.

In seconding the resolution H. McKellar, of Moose Jaw, referred to the C.P.R. and C.N.R. railways and the advantages of having their representatives here to discuss matters. Winnipeg reported that their board had paid official to look after this matter, he being appointed by the jobbers' section of the board.

C. N. Bell of Winnipeg, drew Mr. McKellar's attention to the fact that the officials he referred to had far wider duties, and freight rates and claims were only a single phase thereof. Claims in many cases were complicated, as some of the disputes arose over shipments from other railway or steamship lines or as far away as Europe.

In reply Mr. Saunders explained that the fixed date would only hold in undisputed claims.

W. B. Langgan of the C.P.R., in rising to present views of the railways drew attention to the fact that no company can be regardless of the interests of the community it serves even in cases of non-competition. Railways sold transportation as merchant's sold goods, and they had to submit to the same laws of buying and selling and give a good article for the price.

The trouble in many claims was due to their complication and a speedy settlement was impossible, as Mr. Bell had pointed out. The claimant deals only with the delivering line whereas the trouble may originate elsewhere. A railway office is always anxious to have a clean sheet of claims, but a delivery road can not assure claims for which it is not to blame and for which it papers clear. F. W. Peters of the C.P.R., spoke of the anxiety of the railway to know its weak spots. The companies do not profess perfection in their system or their employees. Carelessness of shippers was also a great fault in producing claims. The companies do all they can to get the shippers to be more careful, sending them frequent pamphlets. Regarding freight claims from fall rates paid on incomplete consignments, this was usually due to the agent getting consignee to pay all in hope, the articles missing would soon turn up, as often happened. Pilfering was also a cause of claims both in freight sheds of companies and warehouses of shippers owing to theft and dishonesty of employees in cases. He produced statistics regarding claims showing the relation between those received and settled each month since Jan. 1st, 1909. Statistics showed that between 20 and 30 per cent of claims were invalid and made in the hope of getting something where nothing was due. Also many claimants greatly exaggerated their claims. G. H. Shaw of the C.N.R., bore out the contention of the previous speaker. Claims on the C.N.R. were usually complicated owing to their connections. His company in the case of local claims set a limit of three months within which to settle the claim and are gradually getting within this. Customers should be more careful in selection of packing material and in labelling. Canadian claims association were doing their best to remedy this and asked assistance of the associated board of trade in their passing of the resolution, if it produced the needed effect, but he thought that with the co-operation of railway customers that the difficulty would soon disappear. John Fleming of Winnipeg, saw no advantage in the time limit in paying claims. H. D. Gordon of Winnipeg, wanted to endorse the remarks of the railway men as he considered them quite pertinent. G. W. Green of Moose Jaw, did not entirely agree with these remarks instancing two cases of his own in claims over a year old, which had been admitted and had not yet been settled for. E. M. Saunders, with the consent of his seconder, withdrew the resolution in the form prescribed, substituting it as follows: "That the railway commission be requested to instruct railway companies to have their officials settle all bona fide claims promptly, and that no rates be collected on shortages in shipments, and that interest be allowed on bona fide claims from date of presentation to the date of payment." In this form the resolution was carried. The most important resolution proposed to be considered by the convention was that introduced by Thos. Miller of Moose Jaw who moved the adoption of the resolution asking for a general reduction in coal rates from the mines to the consumers, and asking that a copy of the resolution be forwarded to the board of railway commissioners and to the Dominion government. This was a vital question to the whole community. Mr. Miller said, and yet although there was an abundant coal supply in this country, we were forced to pay more for our coal than other countries where the natural supply was not so great. Cheap fuel was essential to the success of manufacturing industries in this country, as we did not have large waterpower but had an abundant supply of coal. The lowest possible rates should therefore be given on coal, but instead of this being done what was being shipped cheaper than coal, the rates from Saskatoon to Fort William for instance being \$4.60 a ton for wheat and \$5.00 a ton for coal. Mr. Miller then quoted the freight rates on coal from Fort William to Winnipeg and Regina, the people of Moose Jaw being obliged to pay \$1.90 more per ton for coal than the people of Regina, although the two cities are only 42 miles apart, a rate of 3 cents per mile per ton, which Mr. Miller declared was higher than the passenger rate. There was a laugh at this remark, and several jocular enquiries whether Moose Jaw people weighed a ton apiece, and then Mr. Miller went on to give the rate from the west on coal which was equally unfair to his city, as coal was shipped from Lethbridge to Winnipeg, a distance of 726 miles, for \$4.65 a ton, while Moose Jaw had to pay \$3.15 a ton for a haul of 364 miles. These rates were compared with freight rates on wheat for the same distance, and the freight rates on coal across the line. Hugh McKellar of Moose Jaw seconded the motion, distributing in typewritten form the information given by Mr. Miller. All that Moose Jaw wants is a square deal, he declared. There may be discriminations shown at other points, but here is a case where the evidence is perfectly plain that there is discrimination. They did not want to haul coal from the east when it could be got in the west, but if they did get it they thought they should not be forced to pay so much more than other people. Mr. Single of Medicine Hat said the subject affected Medicine Hat as the high rates on coal shipped there hampered development of the mines in the district. Mr. Pingle wandered from the question into a panegyric of his city, and Mr. Buchanan of Lethbridge expressed his hearty sympathy with the resolution, but said that the railway commissioners are now considering a complaint about the high rates on coal brought by the Taber operators. J. A. Aikin of Saskatoon said that the railway men present would have something to say on the question. He had paid some attention to it, and saw the vital importance of the local question to everyone in the country, especially in the winter time. He believed that the railway rates on coal in this country could be cut in two and still leave a profit to those handling it. When the freight bill on a twenty car coal train from Edmonton to Saskatoon amounted to \$1,000 or \$1,000 there is certainly some chance for improvement. The people of Saskatoon have to pay \$6 a ton for soft coal and pretty good at that. "It seems to me that if it were sold for \$5 when we are only 300 miles from the mines, money could still be made by everyone handling it." Mr. Aikin said that he thought if the centres, such as Edmonton, Calgary, Saskatoon, Regina, Moose Jaw and Winnipeg brought the question before the railway men in a business like way, it might prove more expeditious and satisfactory than bringing the matter directly to the attention of the railway commissioners. The fact remained, however, that the present rates are exorbitant, and that more should be done than merely to pass the resolution formally. The matter should be pressed at once. Hugh Aird of Saskatoon said it was very important that a right start be made. The rates are altogether too high, and it appears a difficult matter for the boards of trade to get any closer to the solution of the question. Mr. Beatty of Prince Albert, thought that the members were a little rough on the railway companies, without having the facts and figures to prove their claims. The rustling of the documents handed around by the Moose Jaw secretary was the reply of the convention. John Hanbury of Brandon moved an amendment that the executive of the associated boards of trade secure more information on the matter and bring the question before the railway companies of the country, and if the rates could not be adjusted satisfactorily, take up the resolution at the next annual convention. Mr. McNicol of Lethbridge seconded the resolution. Mr. Fleming of Winnipeg thought it was not fair to compare the freight rates on wheat with the rates on coal. A low rate on wheat was of far more importance than a low rate on coal. Dr. Cash of Yorkton, wanted to hear from the railway men present. He suggested that as the bulk of the coal was shipped just when the cars were needed for wheat, the lower rates be fixed up to September 1st. Mr. Frazer said that they had found in Brandon that the railroads always charged just as exorbitant rates as the traffic would stand, and the only way to get reasonable rates is to fight for them. At the suggestion of several members the Moose Jaw delegates left out the word "exorbitant" from the resolution, simply demanding a lowering of the freight rates on coal, and the motion was carried by giving authority to the executive of the board to bring the matter before the railway commissioners, ex-Chief Justice McGuire expressing the general feeling that it would be better to settle the question amicably if possible and if not there could always be the resort to blows if necessary. Cries of "question" then filled the air, when W. B. Langgan of the C.P.R. rose and said that the railway members present were there merely as guests and did not wish to speak until the members had their say. As regards the coal freights, it should be remembered that 75 per cent of the coal shipped into the country was used in moving freight, and only 25 per cent in manufacturing and domestic use. A statement made that favorable rates granted to the Bankhead mine was due to the C.P.R. owing the mine, Mr. Langgan said was without foundation, as the company did not even own the mine, and merely made a low rate to assist in getting rid of what would otherwise have been waste product. "It should also be remembered that freight rates were not always made on mileage but on the tonnage carried, and that a great many lines

must be operated by pioneer railroad lines before the traffic paid the fixed expenses, which cannot be lowered beneath a certain figure. Low rates had to be given for moving rates, as otherwise the whole fabric of many new communities would fall to pieces. He assured all present that the railroad companies would take up the question at any time with the representatives of the board and said that the C.P.R. had always shown a disposition to play fair. Mr. Peters of the C.P.R. denied again the report that the Bankhead mine was owned by the C.P.R., and Mr. J. A. Aikin then moved an adjournment as all were in readiness for the lunch given under the auspices of the Canadian Club. Mr. Shaw of the C.N.R. rose to speak, but the motion to adjourn was carried and the delegates fled to the roller rink on Fourth avenue where the ladies of St. John's church had a bounteous repast in readiness. Sharp at 12.45 the guests sat down to the sumptuous luncheon supplied by the ladies. After the close of the repast President Cousins called on A. C. Fraser of Brandon, to extend the thanks of the delegates for the excellent entertainment. The motion was seconded by the former president K. W. McKenzie, Mr. W. B. Langgan of the C.P.R., then gave a highly humorous address. J. A. Aikin and G. A. Alexander moved a vote of thanks to Mr. Langgan after which the delegates returned to the Lyric theatre. Among the other resolutions discussed was one relating to desirable immigration, government supervision of the location of townsites, single tax, bonuses of municipalities as inducements to industries, conservation of natural resources, proper returns from insurance companies to the governments, traffic bridges, tying up property by railway companies, reforestation, hail insurance, navigation of Saskatchewan river, reciprocal arrangements between railway companies for benefit of passengers and their baggage, exemptions of householders, excessive sheriff and registrars' fees, lien notes and chattel mortgages, and checking baggage. A resolution endorsing the Canadian exposition and Selkirk Centennial was adopted. A good deal of discussion took place on the resolution respecting coal strikes, and eventually the following resolution was passed: "We urge on the Dominion government to take all necessary action to bring about a continuous supply of coal."

SASKATOON NOT KNOWN Ex-Judge McGuire in bringing up the resolution asking for reciprocal arrangements between companies re passengers and checking baggage, and C.P.R. to sell through tickets or check baggage through when it is desired to use a portion of each road to reach a particular destination, said: "This resolution should meet with the unanimous approval of everybody in this hall, with the possible exception of Mr. Shaw." He then went on to enumerate the annoyance passengers were subjected to by the refusal of the companies to give through tickets or baggage checks to rival lines. "I can go to Los Angeles, Halifax or New York and only have to buy one ticket," said Mr. McGuire, "but if I want to go to Moose Jaw I have to buy two tickets. The railroads do not own the country, they are intended for the convenience of the people, and the public should be able to get through tickets any way they want to travel to their destination, without having to get up in the middle of the night to buy a fresh ticket and check baggage."

Mr. McNicol of Lethbridge brought out a roar of laughter by relating his own experience in coming to Saskatoon, as the agent at Lethbridge did not even know where Saskatoon was located and could give him no rate there, although he wired to a higher authority for information. "Finally I got a ticket to Regina," said Mr. McNicol, "and to my surprise, for I thought the stations must be half a mile or so apart, I found the same man checking baggage for both roads. So you see it bothers the man coming into Saskatoon as well as the man going out."

Mr. Shaw of the C.N.R. then took the floor and said that negotiations are now pending between the C.P.R. and C.N.R. to remedy the conditions complained of. He regretted that the coming of the G.T.P. would complicate the question, and that it might be some little time before the through rates and routes were perfected. Mr. Shaw said he had not the slightest objection to the resolution being passed, and it was carried by a unanimous vote.

The convention did not agree on the subject of government hail insurance, but they did agree on the resolution asking the government to grant charters to companies which seemed to have a good financial standing. Brandon was chosen as the place of meeting for next year.

For Dominion Day, July 1st, the Canadian Pacific Railway Company announce a rate of fare and one-third for the round trip. Tickets will be on sale June 29th to July 1st, inclusive, good to return until July 3rd, 1909.

London, June 18.—Glasgow university will confer the honorary degree of LL.D. upon Sir Hugh Graham of Montreal, and J. A. Macdonald of Toronto.

NEW YORK, June 18.—Robert F. Barker of Paterson, N.J., is at work perfecting an invention where

problem of controlling centrifugal force. This has been the aim of scientists since time immemorial. To control this powerful agent means to attain forward motion without a backward thrust, which is practically against all laws of nature. Barker has already placed his machine on an automobile that had been divested of all mechanism, and the car was made to move. But it is with reference to aerial navigation that Mr. Barker intends to use his invention. He figures that there is no limit to what can be accomplished when he gets it perfected, and when seen by a reporter today talked earnestly about traveling at a remarkable rate when an altitude of 100 miles is reached. He thinks there will be no friction from air resistance. He figures in Mars and other planets in the trip and says that specially arranged tanks of air can furnish outside pressure and thus save a person from being killed by the rarity of the atmosphere. A dozen men have already interested themselves in the invention and it may be heard from later. "Do not be surprised," the inventor said, "if you find me travelling in a few months from New York to Chicago in an hour and a half."

ONLY A But He Was There as a Lunch He was only a trifling fashionable lunch party seated himself at a picnic and drove sugar and two biscuits pocket. Then he scratched, drank a glass of beer, glanced at the menu, "Well? Well? Well?" he muttered, "Everything" came in icy tones. "On my word! Gosh!" "Yes." "How do you serve?" "Any way you want." The tramp moved away. "Well, give me an old spect, I want it. And, helping him out, the tramp dashed into the

Some Prophecy Long before his outside his native country was making speeches in the hotel. Lord Digby, who was, and Hampton we should come to a king, that slovenly man in England." prophecy more than this. Almost equally way was Disraeli's time when some who made when a more unlikely than of triumph which Another instance of prophecy was furnished VII. when he was to escape from Eliza. "It," he said, "is a over in three months the hundredth of a to be right to a few."

Johnny Knew what is a hyperbole, but he comes to school his face.—Scottish

\$100 Reward The readers of this paper that there is at least one man who has been able to cure his case now known to the medical world a considerable time. Daily On medicine, acting directly upon the source of the system's weakness by building up the system in the blood, is worth so much faith in the curative power of Dr. Williams' Pink Pills. Send for list of testimonials. Sold by all druggists. Dr. Williams' Pink Pills for Pale People.

Special Notice BETTER THAN SPANKING. Spanking does not cure children of bed-wetting. It is a constitutional cause for which. Mrs. M. Summers, Box 83 Windsor, Ont., will send free to any mother who sends successful home treatment, with full instructions. Send no money, but write her to-day if your children trouble you in this way. Don't blame the child, the chance is yours to help it. The treatment also cures adults and aged people troubled with urine difficulties by day or night.

Winnipeg Industrial Exhibition. Educational and Entertaining Exhibits from Field, Farm and Workshop. A BEWILDERING ARRAY OF EYE-FASTEING FEATURES. Military Tattoo, Navassar Ladies' Band, Siege of Sebastopol. SEVEN SUCCESSIVE HOLIDAYS JULY 10-17 EXCURSIONS FROM EVERYWHERE.

GENERAL NEWS. Brandon, June 18.—The herd of six yaks given by the Duke of Bedford to the Canadian government, will arrive at the experimental farm here about the end of July. The herd includes four cows and two bulls.

GOLD AT EXHIBITION. Seattle, Wash., June 18.—The Alaska building at the exposition opened its gold exhibit today with a display of \$400,000 of dust, nuggets and bars. In a few days dust and nuggets valued at \$700,000 now on the way from Alaska will be added and the United States assay office and various Alaska miners have promised enough gold to make the yellow pile worth \$1,500,000. In the exhibit already assembled are Jagt Lindberg's \$3,000 Nome nugget, the largest ever found in Alaska, 83 other heavy nuggets from Seward peninsula and Mrs. Clarence Berry's \$70,000 collection of nuggets, one of which weighs 115 ounces.

TRACK SLID INTO LAKE. Kenora, Ont., June 18.—About 4.30 this afternoon 150 yards of track fell at Hawk Lake, 26 miles east of here and slid into the lake, leaving only a few timbers. Had train No. 97 been on time it is probable it would have gone with it, but it was about half an hour late and probably a terrible disaster was averted. The passengers were transferred, but all the freight trains are held here. It is feared it will make two or three days to rebuild the trestle work for the trains to cross. The place has been feared by trainmen for some time as a dangerous one to cross, but fortunately it went down where there was no train on it.

Ottawa, June 18.—At a meeting of the cabinet today, three capital cases were considered. The death sentence passed last month on Sal. Assely, a Syrian, who killed his brother during a quarrel at Hawksbury last December was commuted to life imprisonment. Mr. Justice Tezlet, who tried the case made a recommendation for executive clemency. Assely maintained that he shot his brother in self-defense. After the shooting he fled and was found four days later with his feet so badly frozen that they had to be amputated. If death sentence were carried out he would have to be carried to the scaffold. No clemency was extended in the case of a negro who assaulted and murdered a woman near Stratford some months ago and in the case of Gary Barret, a life convict at the Edmonton penitentiary who killed deputy warden Stedman by hitting him on the head with an axe.

MAY VISIT MARS. New York, June 18.—Robert F. Barker of Paterson, N.J., is at work perfecting an invention where

BIGGER AND BETTER THAN EVER. Saskatchewan Provincial EXHIBITION. REGINA. July 27-28-29-30. 1909. \$3000.00--Prizes and Purses--\$3000.00. ALL ROADS LEAD TO REGINA. Grand Stand Attractions and Racing Events. BETTER THAN EVER BEFORE. Address all entries to L. T. McDONALD, Secretary, Box 1147, Regina, Sask. Following received from Mr. Aveline, president French Percheron Society, too late for Prize List: SPOOLS--Two Silver Medals, one for each best Percheron Stallion and Percheron Mare, both Canadian registered. Remember the Dominion Exposition, Regina, 1911.

THE GREAT FAIR OF THE GREAT WEST. WINNIPEG INDUSTRIAL EXHIBITION. Educational and Entertaining Exhibits from Field, Farm and Workshop. A BEWILDERING ARRAY OF EYE-FASTEING FEATURES. Military Tattoo, Navassar Ladies' Band, Siege of Sebastopol. SEVEN SUCCESSIVE HOLIDAYS JULY 10-17 EXCURSIONS FROM EVERYWHERE.

DOMINION DAY EXCURSIONS. Between Stations in Canada. Canadian Northern Railway. 1st FARE FOR THE ROUND TRIP. Tickets on Sale June 29th to July 1st inclusive. Returns Limit July 3rd, 1909. Complete particulars with all Canadian Northern By, Agents, or write G. W. COOPER, Gen. Passenger Agent, Winnipeg, Man. FRED. J. HURLETT, Agent, Regina. Canadian Northern Railway. DOMINION DAY EXCURSIONS. The C.P.R. put a new time table into effect on Sunday last. The trains run from Regina as follows: EASTBOUND. No. 2 leaves at 5.19k. daily. No. 96 leaves at 10.22k. daily. No. 12 leaves at 6.63 daily except Sunday. WESTBOUND. No. 1 leaves at 24.05 k. daily. No. 97 leaves at 9.15 k. daily. No. 11 leaves at 10.40 k. daily except Sunday. The Arcola train leaves Regina at 7.05 each morning and arrives at 22.20 every day except Sunday. Keep Minard's Liniment in the house.

SUNBLISSORE. Everybody who has been Let it give and comfort. Druggists and Grocers. WALL STREET. Methods of a Brilliant Many Year. One of the most of Wall Street in the the last century was Morse, thought he was with some of the great veterans only a mere thirty years of age. Hence he enjoyed many him to realize profits. Such was the influence of the invention would carry the accumulated stock could tell his daily stock was due to go stately there would be social and public to send it up, thus unload at a profit. An example of M was illustrated in a the opening of stock in a case organized by him. The tion book was opened the office and fought in their efforts to enemies recorded. Of subscribers for a large stock, after getting crowd, came back to Mr. Morse, said, "was that gold or described for?" "Moose."