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Vol. 11 No. 17
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EXHIBITION OPENING

Notwithstanding the unfavorable weather the Exhibition is to be opened this afternoon—Grounds in Bad Condition—Numerous Exhibits.

Arrangements were fairly complete and a good exhibition was to be expected on every side. The race track on Monday was in splendid condition, there were exhibitors in numbers for every class on the list and large numbers had made preparations to attend.

Of course that was the condition of things on Monday. But Tuesday's story was different. The best laid plans may come to naught. The heavens opened on Monday and a down-pour of rain continued Monday afternoon and all night. And such a mess it made of the exhibition grounds! On Tuesday afternoon when the writer visited the grounds there was water lying everywhere. The race track was flooded in places and it was impossible to move about any place without getting loaded down with the far famed Regina soil. Only a limited number of the exhibits were placed, even in the main building. The midway was all there, but only a few of the refreshment stands and a few of the ring and shooting tents were doing business.

From the indications in the main building there was a good display of manufactured articles. The Young-Thomas Soap Co., Heintzman & Co., McGregor & Jones, North-West Electrical Co., The Singer Sewing Machine Co., New Scale Williams Piano Co., The McCarthy Supply Co., The Modern Supply Co., The National Manufacturing Co., the Saskatchewan Flour Mills Co., J. C. Stokes, and others are represented on the ground floor. The upstairs is pretty well given over to the exhibit of flowers and household articles etc. Up here too is a good display from the Regina public school art gallery. While the displays were not complete yet the basis of a very pleasing effect was there.

A large number of machine companies had exhibits on the grounds, and these were drawing cards for any farmers who visited the grounds yesterday.

The stock stables were filled and yet we understand there were more to follow.

Altogether there were promises of a splendid show had the weather continued fine.

On account of the weather the official opening did not take place yesterday. It will take place at two o'clock today notwithstanding the rain which has continued to fall all morning. The judging will also be done today.

Relics of Buddha.

London, July 24.—Excavations conducted by the archaeological department of the Indian government near Peshawar, the British stronghold on the frontier of Afghanistan, have resulted in the discovery of an ancient Buddhist memorial mound containing a bronze casket within which are some of the ashes of Gautama Buddha, the founder of Buddhism. They are enclosed in a wrought hexagonal rock crystal receptacle, sealed with the royal seal of Emperor Kanishka, who was ruling in Peshawar at the opening of the Christian era.

"When the Buddha died in 483 B.C. his body was cremated and his ashes divided in eight parts among his disciples," says Dr. L. D. Barnett, keeper of the Oriental books in the British museum.

Distribution of the ashes of Buddha was made because of the rival claimants of relics of this founder of a great religion, and each portion of them was preserved in a great monument. As the mounds were known to contain rich works of art and other treasures, as well as records of great value to the historian, a search for them has been actively prosecuted.

Buddha is believed to have been a prince in a petty nation south of Nepal and was born near the beginning of the sixth century, B.C. He was named Siddhartha, and was also known as Sakya, his family name, and Gautama. He spent many years in study and solitary meditation, despite the efforts of his family to interest him in court life, and finally evolved the philosophy that now, with modifications, has the greatest following in the world.

He spent forty-four years in preaching, traversing a great portion of northern India and converting converts by thousands from the Brahmins. He died in Kusinagara, in Oude, at the age of about eighty.

TRADE IS RESTRICTED

Committee of Manitoba Grain Growers Find that a Coal Combine Exists Which Affects Trade—Further Investigation.

Winnipeg, July 27.—A meeting of the executive of the Manitoba Grain Growers' association was held in Brandon, July 23, to receive and consider the report of the committee appointed at the last annual convention to investigate the alleged coal combine. The committee reports several specific cases which it has investigated and announces that there undoubtedly exists an association among the mine owners to protect the dealer, to keep up the price and to prevent freedom of trade in coal.

The report of the committee is as follows:

"The present price of Souris coal in Napinka per ton is \$4.25, the freight being \$1.20. The price at the mine are \$1.65 per ton mine run; \$2.15 screened and ribbles and reductions are sometimes made on these prices. The prevailing opinion is that the dealers obtain about one-half and one-half mine run and screened, and the evidence we can gather goes to support the view that this is about the common practice of most of the dealers.

"Mr. Jackson informed the committee that Chas. Thomas of Laurier had to pay Geo. Moore, coal dealer at Laurier, 95c per ton on Souris coal, just for Mr. Moore ordering and obtaining the car for him, and not for handling the coal in any way.

"The general trend of the evidence shows that about 40c or 50c per ton is what is generally demanded as the dealers' share of the cost for other besides the dealers being supplied with a car of coal. About \$1 per ton seems to be what profit the dealers demand for handling Souris coal and \$1.50 for Lethbridge, Galt, etc.

"The chairman produced documentary evidence showing that he had been in the coal business for some time and that he had always had a fair profit. That one firm from which he ordered coal, accepted his order, but that his opposition joined the Coal Dealers Association and then complained to the association about this firm supplying a non-member.

The said firm were evidently intimidated for they then refused to supply the car on order, except to the order of the man who had joined the association, and if ordered through him, he would have to get 75c a ton, \$1c a car, because he belonged to the association.

"Another case: A large customer of a Souris coal mine (a mill owner) ordered some cars for various men at a neighboring station, which was supplied, but complaints being made by the dealers there, the mining company told the mill owner they could not supply any more that way. He replied that they would supply all he wanted and where he wanted, or none, and the combine evidently not being yet strong enough to carry out all they would like, cared in and came to terms.

"The committee have numbers of letters from different mining companies (which are attached hereto) refusing to sell direct to the consumer and in nearly all cases referring the applicant to the local dealer.

"The Eureka Coal Company of Estevan, made replies to that effect last fall, but since then have been selling direct to the consumer on different occasions and at points where there are local dealers.

"We also have a letter from Jas. Ashcroft, of the Pioneer Coal mine, Lethbridge, to the Pioneer Grain Growers' association, offering coal to anyone at \$3.75 per ton on car at the mine.

"One letter from the Roche Perce coal company to a farmer enquiring, told him they could not sell to him except at a price which was 75c per ton higher than that quoted to their agent. We presume this would be handed over to their agent at his rate, which would mean in effect that on a 30-ton car the agent would have to have five or six tons of it himself for allowing the farmer to deal direct with the mine.

"Later, about the time the coal was shipped, the farmer received notice that the price would be a sum amounting to only 50c above the agent's price, instead of 75c. Was their conscience troubling them, or was the coal dealer's troubling him? or did they anticipate trouble?

"Taking it altogether, we find that undoubtedly there exists an association, the object of which is to protect the dealer, to keep up the price and prevent freedom of trade in

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DREADNAUGHTS FOR BRITAIN

Four Additional Super-Dreadnaughts to be Added to the Ship Building Program This Year—Announcement Made in the British House—Some Protests.

London, July 26.—The big navy campaign has won the day and four additional super-Dreadnaughts are to be added to the year's shipbuilding program. Rt. Hon. Reginald McKenna, first lord of the admiralty, confirmed this officially in the house of commons this afternoon, saying that after an anxious and careful examination of shipbuilding conditions in foreign countries the government had come to the conclusion that it was desirable to take steps to assure the laying down of four additional Dreadnaughts in April to be completed in March 1912.

Mr. McKenna went on to say that foreign shipbuilding had developed apace. Italy and Austria-Hungary, according to the ample evidence collected by the government, having definitely committed themselves to the construction of four battleships each, of the largest size and the latest type.

Mr. McKenna mentioned that two of the projected vessels would be launched during the present year and that of the two large ships to be laid down in November the government had decided that one should be an improved cruiser, as the admiralty had plans of cruisers more powerful and faster than the Invincible and Indomitable types.

He pointed out that, much as he personally regretted the necessity it was incumbent upon Great Britain to build still faster cruisers, which would be able to capture any hostile vessels threatening English commerce.

Asked if Great Britain had anticipated the British programme or had adhered to the understanding as given out by the British foreign office, Mr. McKenna deprecated the comparison, but said that while during the past three years, the British government had been doing its best to

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JEFFRIES READY TO FIGHT

Chicago, July 27.—"I am on my way to New York, where I will post a forfeit of \$5,000 to defend my title of heavyweight champion of the world," was the statement of James J. Jeffries given out from his apartments at the Stratford hotel last night. "I have finished my theatrical season," he said, "and as I promised months ago that I would defend my title when the season was over, I am now going east to redeem that promise and will post the forfeit this week in New York."

The big fellow arrived in the city

on a late train last night from Minneapolis with his wife and partner, Sam Berger. They left for the east at 9 o'clock this morning.