n't so smooth tongued as
o be, and he didn't treat
e as if Cape Codders was
mals, the way some of the
o. He had the sense
o pay me for takin' him
tation, and I liked that.
gether, he seemed like a
chap—for a New Yorker,"
n afterthought.
he said a moment later,
e more news, and it ain't
ther. Web Saunders has
license."
know!" exclaimed Captain
tell me!" said Captain
oth said, "What will John
ow?" And Captain Eri
d dubiously.
t well next morning, and
did not get in from the
dge until afternoon. By
ay be well to explain that
ry's remarks concerning
n" and "restin'," which we
the first chapter, must
ted too literally. While it
each of the trio had given
ges, it is equally true that
en up work entirely. Some
not consider it restful to
ry week day morning and
tboat twelve miles out to
a wet cod line for hours,
lion the sail home and the
barreling of the catch.
did that. Captain Perez
e called "stevedore"—that
aretaker during the own-
at Mr. Delancy Barry's
te on the "cliff road." As
Jerry, he was janitor at
use.
was heavy the next morn-
been said, and by the time
was split and iced and the
ent to the railway station
ost supper time. Captain
tended calling on Baxter
e day, but now he deter-
it until after supper.
in had bad luck in the
that followed the meal.
nearly 8 o'clock before he
shing dishes. This distaste-
g completed, he set out for
homestead.
ain's views on the liquor
ere broader than those of
m citizens. He was an ab-
nerally speaking, but his
ere not as pronounced as
liss Abigail Mullett, whose
oast was that she had re-
dy when the doctor pre-
s the stimulant needed to
e. On general principles the
jected to the granting of a
fellow like Web Saunders,
the effect that this action of
uthorities might have upon
John Baxter that troubled

-five years John Baxter was
Cape Cod people "as smart a
s ever trod a plank." He
ey, built an attractive home
fe and daughter and would
inary course of events have
enjoy a comfortable old age.
wife died shortly after the
marriage to a Boston man,
oyage to Manila Baxter him-
red from a sunstroke and a
t fever that left him a phys-
k and for a time threatened
e his reason. He recovered a
f his health, and the threat-
nity disappeared except for a
fanaticism that caused him
the Bible literally and to in-
accordingly. When his daugh-
er husband were drowned in
le City of Belfast disaster it
am tradition that John Bax-
ed in gunny bags and sitting
sh heap, was found by his
nourning in what he believed
he Biblical "sackcloth and
His little baby granddaughter
looked out for by some kind
n Boston. Only Captain Eri
t John Baxter's yearly trip to
was made for the purpose of
the girl who was his sole re-
of the things that might have
t even the captain did not
at the money that paid her
nd as she grew older for her
nd schooling came from the
stern old hermit living alone
d house at Orham.
ham and in other sections of the
well there is a sect called by
odly the "Come Outers." They
iginally seceders from the Meth-
churches who disapproved of
innovations. They "come out"
week to meet at the houses of
embers, and theirs are lively
gs. John Baxter was a "Come
and ever since the enterprising
nders opened his billiard room
man's tirades of righteous
had been directed against this
iniquity. Since it became
that Web had made application
license it was a regular amuse-
for the unregenerate to attend
thetings of the (Come Outers"
ear John Baxter call down fire
heaven upon the billiard room,
prietor and its patrons. Orham
had begun to say that John
was "billiard saloon crazy."
John Baxter was Captain Eri's
a friendship that had begun in
when the declaimer of Patrick
's "liberty or death" speech on
nation day took a fancy to and
d to laugh at the little chap who
lingly ventured to assert that he
"little pussy, her coat is so
." The two had changed places
now it was Captain Eri who pro-
d and advised.
en the captain rapped at John
er's kitchen door no one answered,
after yelling "Ship ahoy!" through
eyhole a number of times he was
d to the conclusion that his friend
not at home.
ou lookin' fer Cap'n Baxter?"
ed Mrs. Sarah Taylor, who lived
across the road. "He's gone to
e Outers'' meetin', I guess.
e's one up to Barzilla Small's to-
t."
, Barzilla Small lived in that part
he village called "down to the
," and when the captain arrived
e he found the parlor filled with
devout, who were somewhat sur-
ed to see him.
'hy, Eri," whispered John Baxter,
idn't expect to see you here. I'm
though. Lord knows, every God
n' man in this town has need to be
his knees this night. Have you
d about it?"

(To be Continued)

HOMESTEADERS

South Africa Veterans' Scrip for sale. These grants give a homesteader absolute ownership of 320 acres of desirable Government land. Write and make a cash offer.

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STRAYED.

On to my premises, S.E. ¼, 32-18-16, W. 2nd, one young mare; bay with star on forehead; no brand. Owner is requested to prove property, pay expenses and remove same.

E. C. SHAW,
McLean, Sask.

37tf

NO NECESSITY FOR CLOSURE RULES

If Ministers Give Information That Should be Given --Attitude of the Opposition at Last Session Fully Justified--Elections Cause Heavy Deficits--Some Government Contracts.

Ottawa, Jan. 16.—Government organs announce that closure rules will be enacted in the coming session. Ministers say that sessions are prolonged by opposition obstruction, and that some steps must be taken to choke it off.

THE REAL OBSTRUCTORS

The truth is that more "obstruction" has come from the government side than from the opposition. It last session was unduly long, the government was mainly responsible. Ministers had their friends obstruct inquiries that were absolutely necessary in the public interest. They refused official information which they were constitutionally bound to give. They delayed returns and reports and kept back government business. Long as the session was a large part of the estimates, including those of a controversial character, with all the railway subsidies, the Quebec bridge bill and much other government legislation were withheld until the last few days of the session. Nearly four months of the session were gone before Mr. Fielding brought down his budget, and it was in the fourth month that Mr. Graham made his railway statement. Long after this the Hudson Bay railway, and the project for extending the provinces of Ontario, Manitoba and Quebec were brought before parliament. Some measure requiring ministers to be ready with their business, and to bring it down properly, is more needed than a closure bill.

OPPOSITION OBSTRUCTION.

There were three occasions last session when the opposition might be charged with obstruction. The party resisted the attempt of the government to select two Conservative provinces and part of another for federal control of electoral franchises and registration. This was such a scandalous discrimination, and such an impudent attempt to steal an unconstitutional advantage, that opposition members were bound to fight it by every possible means. Their resistence was successful, except so far as the bill applied to the unorganized districts of Ontario. The justification is that the provinces which were rescued from this conspiracy, there were no frauds in registration or election, whereas in Algoma and Rainy River federal interference was attended by criminal stuffing of lists, wholesale perjury and personation, fraudulent polls and an organized violation of law and justice. Another obstruction was due to the failure of Mr. Brodeur to bring down the statement of his $70 a day expenses during his summer tour in Europe, after he had promised that full information would be given before he asked for money. The opposition offered to go on with other estimates, but Mr. Brodeur, while withholding the promised information, insisted on having his supply. He did not get it until he furnished the statement. A third case was when the government refused to produce in the House the original papers respecting the Burrows' timber leases. The Premier admitted that the House had a right to this information, but Mr. Fielding advanced the tyrannical doctrine that the opposition had no right to any information except what the majority choose to furnish. In the end the government backed down, after wasting much time, and the information so obtained had much to do with the defeat of brother-in-law Burrows and his Manitoba associates in the late election. The disclosures also made it necessary for Sir Wilfrid Laurier to withdraw from the field, after he was nominated in Ottawa, Mr. A. W. Fraser, who figured extensively in these original documents.

BETTER THAN THE GAG

This obstruction was evidently justified so far as the opposition was concerned. The ministers were wholly to blame for it. They will be wholly to blame if there is obstruction next session, for no Conservative member desires to keep parliament sitting longer than is necessary. Inquiry into public expenditure must take place, and if ministers set up their friends in the committees, as they did last year, to head off enquiry, they will make the session long. It is the right of the opposition to have records and papers brought down for examination. Should ministers refuse them the session will be long. No closure legislation can take from the opposition these rights or relieve them of these duties, and ministers will find that they will get through the session more quickly by performing their own duties, and allowing Conservative members to perform theirs, than they will by introducing a gag rule.

GOVERNMENT MAJORITY LESS.

The clerk of the crown in chancery seems to have made a mistake in his additions in making up election returns. The Liberal vote which his addition makes 574,356, is 564,356, and the majority is 21,496 instead of 31,496. The government majority in Quebec is 29,029, and the Conservative majority in all of Canada outside of Quebec is 7,358. These returns are incomplete, as they do not include Edmonton, which has a large Liberal majority, and three ridings in British Columbia, all of which were strongly Conservative. It is believed that full returns will reduce the government majority in the Dominion, and increase the Conservative lead outside of Quebec province. As it is, Sir Wilfrid Laurier has less than 51 per cent. and Mr. Borden more than 49 per cent. of the total vote polled.

GREAT CONSERVATIVE GAINS.

According to the official returns of the election of 1904 the Liberal majority was 52,853, or nearly three times the majority of last election. The following are the changes in the majorities by provinces:

Provinces	1904	1908.
Ontario	3,441, Con.	12,098, C.
Quebec	36,250, Lib.	29,029 L.
Nova Scotia	8,575, Lib.	819 L.
New Brunswick	1,801, Lib.	6,771 L.
Prince Ed. Is.	545, Con.	210 L.
Manitoba	713, Lib.	6,694 C.
B. Columbia	2676, Lib.	4,000 C.
Alta and Sask.	7,797, Libsay	6,613 L.

The government majority in 1908 in Alberta and Saskatchewan will be increased by returns not included in the clerk's report.

Conservatives had majorities in two provinces in 1904, while in 1908 they had majorities in three; and in proportion to the vote cast they made gains in every province except Prince Edward Island and New Brunswick. A like change in the popular vote in the next election would give the Conservatives a majority of some 10,000.

TRY MR. BORDEN'S POLICY

Contrasted with the vague statement of the Minister of Railways that some change must be made in the control of the Intercolonial, we have this week the emphatic declaration of Mr. Borden that government ownership of the government railway ought to be given a fair chance. The opposition leader asks that the Intercolonial be set free from the debasing and ruinous patronage system, and operated by an independent commission in the public interest and not for the benefit of the political party. This is one of the planks in the Halifax platform, laid down by Mr. Borden in 1907. The leader points out that government ownership with non-party management works well in Australia, and is eminently successful in Ontario. Government ownership with control by party heelers is a manifest failure with the Intercolonial, and Mr. Graham is face to face with a prodigious deficit.

ELECTION YEAR DEFICITS

The loss in the year 1908-9 will be the greatest in the history of the railway, except that made by Mr. Emmerson in 1904-5. It is worth noting that Mr. Emmerson's deficit of $14725,000 and Mr. Graham's deficit belong to election years. This fact alone shows how the people's railway is plundered for election purposes. Ministers have been under bonds to give the patronage to the persons who produce the campaign funds. Though Mr. Graham professes that he buys railway supplies on business principles, one has only to look at the auditor-general's report to find out from whom he buys and at what prices, in order to know that the railway department is worse if possible, than the department of marine.

THE WALLBERG CONTRACTS.

Take, for instance, the Intercolonial contracts with Wallberg. When the railway wanted hoisting cranes, tenders were called for, and the tenders were given to Wallberg, who was not the lowest tenderer, and bought the articles in the United States, simply turning them over to the government at a profit of $1,000 for each crane. The contract for heating the Moncton station was submitted to tender and Wallberg got the job, although he was not the lowest tenderer. The railway wanted water tanks and Wallberg tendered at a price higher than the Fairbanks Co., with an alternative tender a fraction lower than Fairbanks if given time to saw and dry the lumber. The Wallberg tender was accepted at the highest price on the ground that the work was urgent, and he was given a longer time than the Fairbanks asked for, and was allowed to saw and dry his lumber. The railway needed girders and paid Wallberg 4½ cents a pound for them, without tender, the contractor turning the work over to a Montreal company at less than 3 cents a pound, making a net profit of 55 per cent. The Picton engine house was put up at tender and went to Wallberg, the government working out his offer at $62,523. He was paid over $100,000. For certain buildings at Moncton Wallberg got the contract by the withdrawal of a lower tender, and received $10,000 in extras and additions. He had a sewer contract in Moncton, without tender on a fifteen per cent. profit basis, which cost some two or three times the departmental estimate. He had a contract for the Charlottetown station which the department worked out at $50,000 and on which he received $70,000 down to last June.

WORSE THAN MARINE

Dealers on the patronage list who sold supplies to the Marine Department at all kinds of excessive prices, are the same who sell to the railway department at the same exorbitant rates, only they get some ten dollars from the Intercolonial patronage and boodling would reveal a proportionate amount of plunder and rake-off. The Moncton land deal (160 per cent. rake-off), the Halifax land deal (156 per cent. rake-off), are samples of what a full enquiry would reveal.

BEFORE AND AFTER ELECTION

Mr. Graham is cutting down the hours of labor on the railway, with a corresponding reductions of pay. He says there is not work enough to keep the train hands and machinists engaged. But the Moncton Times, printed at the Intercolonial headquarters, shows that the force was increased last year before the Dominion elections, and earlier during the provincial elections in New Brunswick. The railway was then loaded down with superfluous men, and the working expenses enormously increased to purchase votes for government supporters. Now the whole staff must suffer and the people must pay the deficit. Mr. Graham has shown himself to be as much of a party hack as any other minister. But the campaign sacrifice of the public interest has doubtless assisted in Quebec and the Maritime provinces to elect government supporters, to keep Mr. Graham and his comrades in office.

THIS YEAR'S DEFICIT

For the nine months ending with December, public works and railways earned $492,000 less than last year. This means a decline of $450,000 in Intercolonial earnings, or at the rate of $600,000 a year. No statement of working expenses can be obtained, but there was an increase of $70,000 in the first month, and it is certain that the expenditure has gone on at about the same rate.

Today all kinds of rumors about the sale of the railway are in circulation, and the government press is preparing the public mind for some deal. "Get rid of the railway," is the keynote in the Montreal Herald, organ of the minister of agriculture.

BLAMING THE DEAD

The program of Mr. Brodeur and his colleagues in respect to the marine disclosures is forecast in the utterances of government organs. It is all the fault of Mr. Prefontaine, says the Toronto Globe, which bluntly says that if this minister had not died, Sir Wilfrid would have dismissed him.

This plea is not only cowardly. It is false. Mr. Brodeur has had the marine department three years. He has not made it better, on the contrary he has increased the patronage evils, and has been personally responsible for the Falconer scandal and his own outrageous European expense bills.

The minister has choked off investigation. He has defended everything. He and his colleagues begun by voting down Mr. Borden's motion of 1906 for an enquiry into marine affairs. He furiously resented the royal commission enquiry into his department and has allowed nothing to be exposed that he could reveal.

WORSE AND WORSE

Financial returns issued this week by government come down to the end of December 2nd. They show for 9 months: Decrease in revenue, $11,475,000. Increase in current expenditure $5,000,000. Increase in capital expenditure, $7,000,000. Total increase in expenditure $12,000,000. Change for the worse, $23,475,000.

Increase in net debt in twelve months, $37,500,000.

December expenditure in excess of December '07, $2,475,000.

Minard's Liniment Cures Diphtheria.

To Build Railway

The Farmers' Railroad company, which is seeking incorporation at the present session of the Assembly proposes to build and operate lines as follows:

(a) From Regina north along the west side of Last Mountain lake to a point at or near Humboldt and from thence to a point at or near Melfort.

(b) From a Point at or near Melfort in a northerly direction along Carrot River to the eastern boundary of the province.

(c) From a point at or near Humboldt to Saskatoon.

(e) From Saskatoon southwesterly to the western side of the province.

(f) From a point at or near the south end of Last Mountain Lake to Moose Jaw south to the International boundary line.

The provisional directors are, D. W. Hines, G. W. Mollison, J. W. Hines, W. Montgomery and James Balfour.

The head office of the company is to be located in Regina.

SILK TRAIN WRECKED

Two Train Men Killed in Wreck at Tompkins—Two Others Injured—Wreck Near Lanigan—Lines Blocked.

Maple Creek, Jan. 13.—A rear end collision of two east-bound trains at Tompkins, 35 miles east of here at two o'clock, today, resulted in the death of two men, serious injury to two others and the derailment of nine cars. The dead men are Brakeman B. S. Porter, of Medicine Hat, and Fireman J. D. King who also resides here. The injured are Engineer Degon and Brakeman Tan Mount.

One of the trains was ladened with silk, which formed part of the cargo of the C.P.R. liner Empress of India, which arrived the other day from the Orient.

The meagre reports obtainable here indicate that some of the fires took fire after the wreck and that a part of this valuable silk consignment was destroyed.

King, who was killed, together with Engineer Degon formed the crew of the engine of the rear train, while Porter, who was also killed, was head breakman on the rear train, and was riding on the engine at the time of the smashup.

The line was blocked for several hours, but the wrecking crew will have it cleared by daybreak. Details as to how the wreck occurred are not available tonight, except that the the east way freight caught the silk special in a cut.

WRECK NEAR LANIGAN.

Saskatoon, Jan. 13.—A C. P. R. train eastbound last night met with a slight accident just this side of Lanigan. A broken rail caused the baggage car to jump the track. No one was hurt but traffic was blocked but there being other equipment east of where the trouble occurred, a train was made up and passengers transferred. The train from the east due this morning, was unable to get past the place where the accident occurred till noon.

Newton News.

Monday last was election day for local improvement district throughout the province. The result in 6-N-2 was the return of the four old councillors again for the year 1909. Divisions 1, 2 and 3 represented by Chris. Fahlman, A. H. McLean and J. W. Irwin respectively gave acclamations to their former representatives. In division 4, where A. G. Weeks has held office since 1904 there was a contest resulting in the return of Weeks by seven of a majority Notwithstanding the fact that there was an effort made to arouse opposition to the return of Weeks, he appears to have come through all right. What did you promise them, A. G.? Likely a Hudson Bay railroad.

Chas. L. Covey has sold his farm to parties from Regina. Mr. Covey will remain on the place until the spring.

The British-America Elevator Co. will close their elevator here at the end of the month.

Mrs. J. B. Morton and her little grand-daughter, Eva Maclean, returned from visiting friends in Manitoba.

There will be a meeting of council 8-N-2 held on Saturday, Jan. 16th at Chris. Fahlman's.

Newton school district, No. 231, will hold its annual meeting on Saturday, 16th inst.

Mr. and Mrs. Harry Gardner of Francis, have been visiting in the district for a few days, but returned home last week.

Mrs. Brown of Moose Jaw is visiting her brother, T. D. Kempt of Newton.

Stomach Distress.

Every family here ought to keep some diapepsin in the house, as any one of you may have an attack of Indigestion or Stomach trouble at any time, day or night.

This harmless preparation will digest anything you eat and overcome a sour stomach five minutes afterwards.

If your meals don't tempt you, or what little you do eat seems to fill you, or lays like a lump of lead in your stomach, or if you have heartburn, that is a sign of indigestion.

Ask your Pharmacist for a 50-cent case of Pape's Diapepsin and take one triangule after supper tonight. There will be no sour risings, no belching of undigested food mixed with acid, no stomach gas or heartburn, fullness or heavy feeling in the stomach, Nausea, Debilitating Headaches, Dizziness or Intestinal griping. This will all go, and, besides, there will be no sour food left over in the stomach to poison your breath with nauseous odors.

Pape's Diapepsin is a certain cure for all stomach misery, because it will take hold of your food and digest it just the sam e as if your stomach wasn't there.

Actual, prompt, relief for all your stomach misery is at your Pharmacist, waiting for you.

These large 50-cent cases contain more than sufficient to cure a case of Dyspepsia or Indigestion.

The oven does the baking, the fire-box controls the oven heat, and the grates hold the coal or wood that produces the heat, so THE GRATES are important.

Sask-alta Range

Double Duplex Grates

"Sask-alta" Double Duplex Grates are made in four pieces, each grate shaken separately. Ashes over one grate can be shaken without wasting good fuel over other grate. No poking necessary, thereby saving fuel. Dampers at both ends of fire-box secure perfect drafts. When grates are inverted for wood a patent clamp retains them in position. The easiest-working way is the surest-serving way — and that's "Sask-alta" way.

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London, Toronto, Montreal, Winnipeg, Vancouver, St. John, Hamilton, Calgary

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TEACHERS QUALIFY

List of Students Who Attended Recent Normal Session and Have Passed Their Examinations for Certificates.

The following are the names of the successful candidates at the recent professional examinations:

THIRD CLASS

Armstrong, Agnes Leona; Atyeo, Hazel; Baerge, Gerhard G.; Bailey, Zella Mae; Bayles, Lily Clara; Bell, Dorothy; Bowen, Bertha; Breckon, S. B.; Brown, Alice Catherine; Burke, Maude Elizabeth; Burwash, Jean L.; Chapman, Jennie Blanche; Chase, Ethel Lucile; Cope, Minnie; Croucher, Margaret Myrtle; Coulter, J. W.; Dixon, Margaret Ann; Dwyer, Mary Josephine; Edwards, Mary Irene; Edwards, Nellie; Elliott, Essie Beatrice; Elliott, Harold Herbert; Freeman, Maude N.; Galbraith, Mabel Violet; Gibson, Jean Wilson; Gibson, Ethel Louise; Haggerty, Beulah; Henderson, Laura Beatrice; Henley, Emma Louise; Henry, Agnes; Hooper, Verda Eleanor; James, Charles Wesley; Kisby, Irene E.; Kydd, Sybilia; Kent, Marion; Larrowe, Thurza Belle; Lackey, Harold A. J.; Lepper, Sadie E.; Lett, John; Mitchell, Jennie; Montgomery, Mary; Moore, Mabel Alice; Moore, Kathleen Eliza; Morgan, Edleen; Morrison, B. Robina; McColl, Mary; McCowan, Annie; McKee, Esther; Maclean, Bertha May; McNamee, Annie Marguerite; McNaughton, Isabella R.; McNeice, Edna J.; McPhail, Norman R.; Nesbill, Nora Adelaide; Osler, Amanda Alvina; Pascoe, Edith May; Pershick, Marguerite E.; Plott, Helen; Read, Myrtle; Roberts, Otto B.; Robinson, Eva Katherine; Robinson Lillie; Sahlmark, Rodger Ludwig; Sanderson, Lena; Sanderson, Verda D.; Schmidt, Elizabeth Julia; Sherwin, Stella Elizabeth; Shepherd, Mary; Smithers, Maybelle; Spencer, Myrtle Delie; Sr. St. Marceline (Mary Furlong); Sr. St. Germain (Julie Peres) Stuart, Annie Jeanette; Tripp, Mervyn A.; Uper, Eva Owen; Walsh, T. Morrow.

SECOND CLASS

Barker, Mina R.; Barr, Laura; Bell, Nellie; Dobbin, Leonard; Ewers, Archibald W.; Gilpin, Mary R.; Gregg, Lulu E.; Hunt, William O.; Kidd, Edward; Khun, Mabel M.; Laycock, John P.; Larkin, Oda U.; Morrison, Jessie; McDonald, John A.; Mackenzie, Margaret A.; McKee, Gertrude L.; McDonald, Stephen; Patterson, Margaret; Robinson, Chas. A.; Robinson, A. Lynne; Smith, Florence; Tomlinson, J. T.; Tullis, Melville P.; Young, Stella M.

FIRST CLASS

Alford, Bernice; Dodge, Anna Mabel; Holman, William H.; Jacobs, Gladys W.; Munro, E. C.; Ross, Anna; Rielly, Fred V.; Sr. St. Victor; Sr. St. Andrew; Tyness, H. P.

Election Figures.

According to a return brought down in the assembly last Thursday there were 58,700 votes cast in the general elections, 30,147 of which are classified as Liberal and 28,553 as opposition.

Five candidates forfeited their deposits.

The vote by constituencies stood as follows:

Athabasca:—Joseph O. Nolin, 262; Aime T. Bresnard, 9.

Arm River:—G. A. Scott, 788; B. J. Bott, 688.

Battleford:—S. S. Simpson, 912; J. C. Dewar, 793.

Cannington:—J. D. Stewart, 1,173; Peter McLellan, 996.

Canora:—J. D. Robertson, 450; W. Johnston, 206.

Duck Lake:—Hon. W. F. A. Turgeon, 514; Frank Turcott, 382.

Estevan:—Geo. A. Bell, 826; Henry Yardley, 526.

Francis:—J. J. Stevenson, 976; J. W. Mahan, 877.

Hanley:—J. W. MacNeill, 704; P. M. Heinricks, 658.

Humboldt:—D. B. Neely, 756; L. L. Kramer, 394.

Kinistino:—George Johnston, 1,000; Thomas Sanderson, 898.

Last Mountain:—T. A. Anderson, 1,204; S. J. Latta, 904.

Lloydminster:—H. C. Lisle, 680; H. R. Miles, 644.

Milestone:—A. E. Whitmore, 1,097; Hon. J. A. Calder, 1,031.

Moose Jaw County:—J. A. Sheppard, 1,128; Henry Dorrell, 1,109.

Moose Jaw City:—J. H. Wellington, 763; J. R. Green, 682; O. B. Fysh, 66.

Maple Creek:—David James Wylie, 613; Wm. R. Abbott, 305.

Moose Mountain:—W. Elliott, 1,023; C. J. Rosborough, 974.

Moosomin:—Alexander Smith, 1026; David Ellis, 963.

North Qu'Appelle:—J. A. McDonald 990; Hon. W. R. Motherwell, 846.

North Battleford:—D. M. Finlayson 580; A. E. Craig, 485.

Pheasant Hills:—Henry Hays Willway, 823; Hugh Wallace Lindsay, 628.

Pelly:—J. K. Johnson, 363; R. S. Dundas, 331.

Pipestone:—A. B. Gillis, 1,004; Jas. Robinson, 560.

Prince Albert County:—S. J. Donaldson, 447; Andrew Knox, 272.

Prince Albert City:—John E. Bradshaw, 614; Hon. W. F. A. Turgeon, 430.

Regina County:—F. C. Tate, 1,149; Robert Sinton, 773.

Regina City:—J. F. Bole, 1,274; H. W. Laird, 1,010.

Redberry:—George Langley, 595; Slaude P. Evans, 483.

Rosthern—Gerhard Ens, 474; A. B. Stewart, 258.

Swift Current:—Hon. Walter Scott 699; Wm. Oswald Smyth, 401.

Saskatoon City:—Hon. A. P. McNab, 794; Jas. R. Wilson, 717.

Saskatoon County:—W. C. Sutherland, 781; Paul L. Summerfield, 756.

Souris:—Archibald Riddell, 1,132; John Young, 741.

Saltcoats:—Thos. MacNutt, 1,002; A. C. Thompson, 641.

South Qu'Appelle:—F. W. G. Haultain, 1,056; E. W. Williamson, 748.

Touchwood:—G. M. Atkinson, 566; Joseph Hollis, 412.

Weyburn:—Robert M. Mitchell, 760; George Belschel, 732.

Wadena:—H. C. Pierce, 661; R. H. Nicholson, 395.

Vonda:—A. F. Totzke, 452; F. R Wright, 321; Wm. Mackay, 174.

Yorkton:—Thos. H. Garry, 845; W. D. Dunlop, 616.

Bye-Elections, December 7, 1908

Humboldt:—Hon. W. R. Motherwell 847; Sinclair Elliott, 373.

Saltcoats:—Hon. J. A. Calder, 1,101; H. A. Green, 254.