

C. H. Gordon & Co. Have Purchased

The entire Bankrupt Stock of Messrs. Dixon and Cudde and have had it shipped to their store in Regina. They intend to clear out the whole stock in 15 days regardless of cost. Doors open and sale starts, Thursday, February 3rd, at 9 a.m.

The West.

Bankrupt Stock Sale

Groceries, Dry Goods, Ladies' and Children's Boots and Shoes, Men's and Boys' Clothing, Men's and Boys' Boots and Shoes, Underwear, Furnishings, Furs, etc., etc. Sale starts Thursday morning, February 3, at 9 a.m. C. H. GORDON & CO. Scarth St.

RAILWAYS CHARTERED

Many Old Charters Renewed and New Ones Granted—The Edmonton Line Starts Near Disley.

Ottawa, Feb. 1.—The railway committee of the house of commons today partly disposed of Dr. Cash's bill to authorize the construction of new Canadian Northern lines in the west and to renew a number of expiring charters. The committee agreed to the construction of the following new lines:

From a point at or near Dundee, thence in a generally northerly and easterly direction to a point on the Winnipeg river, in or near township 3, range 10, east of the principal meridian.

From a point on the company's line of railway at or near Portage la Prairie, thence in a generally southerly and easterly direction to a point on the Red River section of its line of railway, in or near township 5, range 7, west of the second meridian.

From a point at or near Moose Jaw, thence in a generally southern and easterly direction, keeping west of Moose Creek and the Souris river, to a point in or near township 2, range 4, west of the third meridian.

From a point on its main line at or near Lasburn, in township 48, range 25, west of the third meridian, thence in a generally westerly and northwesterly direction to a point on its authorized line between Edmonton and Camrose, in or near township 50, range 22, west of the fourth meridian.

From a point on the crossing of the Red Deer river, in or near township 28, range 19, west of the fourth meridian, thence in a generally northwesterly and westerly direction, passing through or near Innisfall and Rocky Mountain House, to near the waters of the Basseau and Macleod rivers, and thence to a point on its authorized line at or near the Yellowhead Pass.

From a point on its constructed line near Winnipegosis, thence in a generally southerly and easterly direction, to a point on its constructed line near the south end of Lake Manitoba.

From a point on its authorized line between Prince Albert and Battleford, in or near township 49, range 3, west of the third meridian, thence in a generally northwesterly and northern direction to a point at or near the Great Slave Lake.

From a point on its authorized line east of Lake Manitoba, thence westerly via the Narrows to a point on its constructed line between Grand View and Roblin.

FINAL RESULTS OF BRITISH ELECTIONS

Asquith at Mercy of Nationalists--Another Election Is Expected Within a Year--Liberals and Unionists About a Tie--Tariff Reform Steadily Gains on the Public--Home Rule a Vital Issue.

Table showing probable position of the parties in the new parliament: Government Coalition (Liberals 273, Laborites 41, Nationalists 82) and Opposition (Unionists 274).

Another general election within a year is the prediction made by all who have studied the results of the election which practically closed Saturday. Seven constituencies are to vote, but their returns can be forecasted confidently.

This will give a government majority of 122, but it is idle to imagine that this majority will mean a free hand for the Premier. On the contrary it will mean that the Liberal government will be handicapped on every side.

The Daily News has also opened a campaign fund for a new league to convert rural England to Free Trade.

Careful Thought Necessary. The Westminster Gazette begs the Liberals to keep an open mind for developments and adds that much hard work and careful thought are necessary, but the London Star, the London Leader and the Liverpool Post call hotly upon the ministers to stick to their guns and refuse all compromise and die fighting rather than live feebly.

The Unionists complacently watch these growing ministerial entanglements.

The Times is quite assured that tariff reform is a winning cause, but insists on social reform as well.

The electorate of the great industrial centres," it says, "must be convinced that the promotion of the working men's essential interests is a fundamental and necessary part of the imperial creed; otherwise though tariff reform may be carried by other preachers, the Unionists and imperialist cause will fail."

The Times also frowns down the weak-kneed Unionists who ask whether preference and food taxes should not be dropped from the Unionist policy. It says: "Pitiable in some respects as such propositions may be, they would be fatal to the merits of the tariff reform policy as a whole. We do not believe they meet with the least acceptance from the leader of the party."

"A duty on wheat has already been proved to be one of the ablest and least objectionable forms of raising revenue. Increased revenue to the extent required is certainly not obtainable by import duties on manufactured goods. It is unquestionable, moreover, that although some preferences may be accorded to the Dominions in regard to other articles, nothing at all comparable in value to the preference they have accorded us is possible without taxation of dearer food."

The assurance of its worst in the constituencies. Tariff reformers have on this point a squarely in order to banish fear of it altogether from the minds of a majority of the electorate."

Telephone Line. A deputation, consisting of about fifteen persons, waited on the government at Regina last week in regard to the construction of a telephone line from Wolsley to Windhorst, via Can-diac, Glenavon, Kaiser and Carlsburg, this year. Hon. Mr. Calder received the deputation, and while not committing the government to do the work, he promised fair consideration. It is felt by the persons who were on the deputation that the line will be built. Dr. Elliott and Mr. R. A. Magee were the Wolsley representatives.

Secures Damages. In September, 1908, Mrs. Wray was travelling from Toronto to Lloydminster. At Lloydminster the name of the station was announced, and Mrs. Wray, on attempting to alight, fell a considerable distance as there was no platform and no light to show that there was none. She was considerably injured and sued the C.N.R. and at Battleford court was awarded \$540.40 by Judge Lamont, who held that there was not contributory negligence on the part of the plaintiff.

Drug Store Burned. The drug store belonging to A. L. Buck at Findlater was totally destroyed by fire on Saturday. The building and stock are a total loss, the flames having made great headway before discovered.

CAUSE NEVER BE KNOWN

Inquest Being Held on Victims of Spanish River Accident—Bad Track But Trouble Not Located.

Sudbury, Ont., Jan. 31.—The immediate cause of the Spanish river wreck was not brought to light in this afternoon's session of the inquest, and perhaps it never will be. It developed though that the stretch of track near the bridge has always been regarded as more or less bad and that the rails at this point were given to spreading.

Jerry Prue, a Frenchman, who had been foreman on the section for six years, prior to being discharged early this month, swore to Crown Inquisitor H. L. Drayton, K.C., of Toronto, that between Mileage 36 and 38 it was very difficult to keep the rails from spreading. The ballast was laid over a muskog and rocked like a cradle.

He had always given this strip special attention. Very often, too, he had found broken rails. In fact, this occurred so frequently that he found it necessary to take a man along with him on his Sunday walks over the beat.

Found Broken Rail. On one Sunday they located a broken rail a short time before No. 7 (the train that was wrecked) was due and they hustled a new rail into place to avert an accident. Returning shortly after, No. 7 had passed, they found she had broken two more rails, which they replaced. That was in the spring of the year.

Asked as to the general condition of the rails, Prue said they were fairly good, at least, he did not consider them very bad, but there had been no relaying of tracks except to replace broken ones, as long as he could get them.

"How long was this section?" asked Mr. Drayton. "Eight miles," "And how many men look after it in winter?" "Three, the foreman and two men," was the reply.

As he was leaving the staid witness imparted the information that the wreck he came nineteen days after I get fired, and come all right when I left."

Divisional Superintendent. Divisional Superintendent G. Spencer was questioned regarding the inspection of the under parts of the cars. Two men looked after this at North Bay, he said, and were allowed twenty minutes. It was deemed necessary they could hold the train.

"We are glad if they can get through in less than twenty minutes," he said. "Generally it takes only ten."

Mr. Brayton asked if Roadmaster Connolly had ever sent in a requisition for 1200 ties and had received only 300.

"I cannot say whether that is the case or not. The office records must be consulted to find out," said Mr. Spencer.

Continuing, he said that neither rail was destroyed at the point of derailment, but that further along two rails were injured, and the north rails had been put out of line.

Answering a juror's question, Mr. Spencer said a portion of a brake had been found near the place of derailment.

Mail Clerk's Evidence. Touching the debated question as to whether any bodies had been burned, Mail Clerk Dundas told of assisting in the rescue at this point, and he was almost positive that everyone had been taken out of the car that was burned.

Engineer Telford said No. 7 had started out of North Bay ten minutes late, but had made up time before reaching Sudbury. There was a curve to the right before striking Spanish River bridge, but they always took the bridge at a speed of about 25 or 40 miles an hour.

Belly Gets Damages. J. Belby, who was injured while working on the city sewers last August, was awarded \$1,500 damages on Thursday. The evidence showed that the injuries received were serious and were caused by carelessness on the part of the city employees.

Hotel Sold. One of the biggest realty transactions which has taken place for some time in Saskatoon was consummated Thursday when the Empire hotel, owned by Beaubier and Smythe, was purchased by J. Sutton, of this city. The price, including the adjoining lots, was upwards of \$100,000. The Empire was built four years ago and is one of the best houses in this part of the province. D. W. Beaubier will move his family to Brandon but will retain his interests in other businesses in Saskatoon.

R. H. Williams & Sons, Ltd. THE GLASGOW HOUSE Departmental Stores R. H. Williams & Sons, Ltd.

1910 Models in Slaters

Many of the new Slater Shoes for Spring 1910 have gone into stock. They show the same careful selection of styles, the same perfection of make and the same attention to correct leathers that have always made "Slater's" different. This season we are again able to offer you a reliable \$4.50 shoe. Others to \$6.00.



BOX CALF BLUCHER—Nice soft upper stock, heavy slip sole, widths E and F. An excellent shoe for everyday service. Sizes 6 to 11... \$4.50. VELOUR CALF BLUCHER—Very smooth pliable upper stock, medium slip sole, wing tip and high heel. A shoe for business wear. Sizes 5 1/2 to 10... \$5.50. SLATER'S FOR WOMEN—A much larger selection of Slater's for Women than ever before. There are Tan and Black Vic Kids, Calfskins, etc., in fact, leathers for all kinds of wear. The lasts are smart, dressy and comfortable. Ask to see them. Prices... \$4.00, \$4.50 and \$5.00.

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I beg to announce to my numerous customers that I have disposed of my business to Mr. W. J. M. Wright, who will continue in the same stand and carry the same lines. I take this opportunity of thanking my customers for past favors and would solicit a continuance for my successor. R. E. MICKLEBOROUGH ROSE STREET REGINA

PROVINCE MUST ACT Immigration Policy Discriminates Against this Province—Haslam Calls on the People to Act. At the Canadian Club luncheon today, J. H. Haslam dealt with the subject, "Great Saskatchewan." While the entire address was of the greatest interest, it was the portion dealing with immigration that most deeply interested the gathering. He showed the strenuous efforts being made by the Dominion Government, Alberta government, and C.P.R. to divert immigration to Alberta, while Saskatchewan's big crop is being used to advertise the West and while the province is being sidetracked by the immigra-

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