

The West

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WEDNESDAY, MARCH 10, 1909.

A Wonderful Invention.

A truly wonderful invention is that of wireless telegraphy and its possibilities cannot be appreciated. The provincial government would do well to investigate it further with a view to its application for the benefit of the farmers of this country, before going too far with their telephone policy.

Among the achievements of this invention is one of long distance. A message was received recently at the Elmer Tower from the station at Glace Bay, Nova Scotia, and established a new record in wireless long distance. The time cannot be very remote when it will be possible to send wireless messages half way round the world.

How about inventions for wireless messages for short distances to take the place of telephones? There is no doubt but that the day will come when the wireless will take even the place of telephones.

The Miner Case.

If there is no reason for concealing the circumstances under which the desperado, Bill Miner, escaped from the New Westminister penitentiary, why should not the government consent to an investigation? asks the Ottawa citizen. It is admitted on all hands that the incident was of a shameful character and seriously reflects upon the administration of justice in this Dominion, regarding which all Canadians have been pardonably proud. If the prestige of the country has suffered as a result of some person or persons' criminal neglect or connivance, the offender or offenders should be exposed and punished to the end that there may be no recurrence of similar disgraceful episodes. To allow this case to go unpunished is to put a premium on similar occurrences in the future. We pride ourselves that every offender is equal in the sight of the law in this country, but if the idea is allowed to take root that a golden key can unlock the doors of our penitentiaries after the administrators of the law have done their full duty as they did in the Miner case, of what avail is it that our criminal laws are enforced?

The whole circumstances in connection with the Miner "hand out" stink in the nostrils of the Canadian public in a manner that probably is not appreciated by party politicians, and the more the matter is poked up the greater is the odor. The minister of justice found only one good excuse for the color of connivance by departmental officials afforded by the remarkable apathy and lack of energy displayed in connection with the measures taken to recapture the desperado. That excuse was that the telegram announcing Miner's getaway was addressed to an official inspector who was out of the city, and that the telegram followed him about the country for several days before its contents were known to the department. The latest contribution to the evidence in the case "blows the wind out of this contention. It is to the effect that the telegram had not been addressed to an individual inspector and consequently should have been opened by the department and the escape discovered in time to make successful efforts for Miner's recapture. The former responsible head of the penitentiary now charges that this telegram was falsified or diverted by someone in the justice department so as to give

Miner a better chance to escape the clutches of our efficient law forces, whose superior sagacity and energy had originally succeeded in landing behind the bars a desperado who had for years defied the laws of the United States. The people of Canada want to know if there is any truth in this, and if such a thing is possible as that officials at the headquarters of criminal administration were actually in league with officials of the penitentiary who undoubtedly were guilty of conniving at the escape of this criminal. Does not the government appreciate its responsibility to this extent?

Editorial Notes

Minister of Public Works Cushing certainly has the well known Liberal nerve when he goes back to Calgary for re-election after he has allowed his city's interests to be sacrificed.

Last year Great Britain imported over 13 per cent. more from Canada than she did the year previous. Our exports to the United States fell off about ten per cent. from the year 1907.

Hon. Frank Oliver recently informed the House of Commons that the number of Orientals in British Columbia on January 10th was, Chinese 17,229, Japanese 15,896 and Hindus 5,131.

With some dredging and improvements to the watercourse, it is believed that ocean vessels could come up to Winnipeg. This report, as Minister of Railways, Graham says, is somewhat staggering.

"Bill" Martin hasn't started in to distinguish himself at Ottawa yet. Nor do we think the members in the House have sat up to listen to Ruttan of Prince Albert. Perhaps they are waiting till Clifford Sifton's collar bone gets better so as not to excite him too much.

Notice how all the Liberal papers of the province have been set on Mr. Partridge because he does not swallow the reply sent by the premier to the requests of the Grain Growers. Why is this? Is it because Mr. Partridge is succeeding in his efforts to unite the farmers, and some politicians fear they will not be able to influence them at election time?

The fruit growers of British Columbia have determined to ask the Dominion government to raise the duty on fresh fruit from the United States to make it equal to the U.S. duty. They maintain that this is necessary for their protection as 50 per cent. of the fruit used in the prairie provinces comes from the United States, while only fifteen per cent. comes from British Columbia.

"My youngest boy, 3 years old, was sick with fever last June, and when he got better the doctor prescribed Scott's Emulsion, and he liked it so well that he drank it out of the bottle, and is now just as plump and strong as any child of his age anywhere... two bottles fixed him OK."—MR. JOHN F. TEDDER, Box 263, Teague-Freestone Co., Texas.

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Press Comment

(Bystander in Toronto Sun.)

In this country the movement in favor of female suffrage has been carried on with perfect regard for propriety, and so in no way to compromise the delicacy or impair the dignity of the sex. In England the antics of the suffragettes, the last of them especially, have verged on insanity, and the consequence we are assured, is that the measure will not pass; though movements will not themselves may do much by playing unscrupulously on the balance of party. The sex, however, has had the advantage of seeing by what specimen of womanhood, if the measure passed, their sex would be represented. The suffragette would at once press to the political front, while the real representatives of the qualities and aims of the sex would be left at home. It does not appear that in either England or here a statement has been made of any specific grievance under which the women labor by reason of their interests being in the political keeping of their husbands and brothers.

(The Week, Victoria.)

The defeat of the Conservative party at the late elections in Canada is generally admitted to be due to the want of a definite policy, but the real reason for the want of confidence shown by the people must be looked for much deeper. The party today is in a position of the English army before Agincourt, it is starved and disheartened; its weapons such as they are, backed and bent; its armour is rusty, and that treacherous lance, Protection, with which it once fought and won, is now flourished over its astonished head by the exultant Liberals. It is not too much to say that the future of Canada today depends on the Conservative Party, for the future of the country depends on the ordered development of her natural resources, and it is as always, to the Conservatives that the people will look for that far seeing statesmanship that, while providing for the present, will not sacrifice the future. The Conservative party should by inheritance represent the agricultural and land owning classes, and those other real property producers of wealth whose interests are inalienably identified with the products of nature. For it is on the natural productions of the country that its prosperity depends. The manufacturers, the trades, and the common carriers, are the beneficiaries of civilization organized for the benefit of the undoubted wealth producers of the state, but they create nothing, and their occupation would be gone if the natural resources of the country became exhausted. It follows then that the protection of industries becomes a matter of vital importance; for the wealth producers, having provided for their own necessities, having obviously the right to buy anything else they desire wherever they like. This then is the opportunity of the Conservative party, to take as their policy, the real interests of Canada, and the question "When shall England see again such a King Harry?" may be answered here in our Dominion in a far nobler sense by the leader whose fiery words shall inspire the people to snatch victory from their too confident opponents, by insisting on that sane statesmanship which alone can give Canada that prosperity and happiness which her position as the geographical centre of the empire, and her resources give her every right to expect. It may be asked, how the resources of Canada are to be developed. The colonies were first planted to provide a home for the surplus population of Great Britain, and to become markets for her manufactures; and as it is population that Canada needs, and England has a surplus of, that difficulty to dispose of the same facts apply to manufacturers. England is suffering today from over manufacturing, and as Canada needs manufacturing centres to supply her own necessities, and provide markets for her farm produce, English manufacturers should move to a country where they will obtain cheap land and power, and abundant raw material, and be able to house their people on the most approved plans. The cry of the preference for foreign labor may be disregarded. To the exploiting capitalist foreign labor may be preferable, but it is the business of statesmen to ensure the profitable employment of their own population. Having provided for her own necessities Canada should await

(Toronto News.)

These are the broad outlines of the proposed South African Federation: There will be four provinces, Cape Colony, Natal, Orange River and the Transvaal. The governing power will rest in a governor general, representing the king, an executive council, a senate and a house of commons. The governor general will receive a salary of \$50,000 a year. The forty senators will be appointed for ten years. Each provincial legislature will elect eight, and the governor general in council will appoint eight others. There will be 121 members in the house of commons; 51 from Cape Colony, 17 from Natal, 17 from Orange River, and 38 from the Transvaal. This is not in direct accord with the populations, but the larger provinces have made concessions. As the population increases the membership of the house will be increased until 150 are elected. After that the unit of representation will rise. In case of a conflict between the House of Commons and the Senate, there will be a joint session and the majority vote of this session will prevail. English and Dutch will be official languages. The division of labor between the federal and local legislatures will be, broadly, on a similar system to that which prevails in Canada.

(Calgary Herald.)

The opposition to the government throughout Alberta has every reason to be proud of their work during the first week of the campaign. A week ago they were at every disadvantage. The elections had been announced at the shortest possible date, which the law, which the government itself made, would allow. The opposition organization was not complete, and there were some who considered the outlook most unfavorable. On the other hand the Liberal party had been working assiduously calling its machine, and its organizers knew to the minute when the elections were to be held. But the Conservatives and Independents, whose indignation was only fanned by the unscrupulous actions of the government, lost no time in getting to work. All over the province they rallied on a cry of fair play for all. They do not believe that Edmonton should be the centre of the earth. They desire to give equal treatment to the north and south. Their political action is not limited to doing what "made for Edmonton" politicians dictate.

Strong men are out in a great number of the constituencies and practically every seat will be contested. Already they have the government ministers rattled. They are running around through the southern part of the province in a flutter of

mainly the would-be purchasers of her natural products. Her natural products happen to be what all the world wants, and will want in increasing ratio as the years go on. What folly is it then that makes treaties with foreign countries to take products they must take in any case? Canada has no need to make treaties. Placed as she is with an ocean on either hand, and her back against the inviolate north, what resources of agricultural lands, of timber, of minerals, of fish, does she lack? What concern has she with trade or traffic? Let other people less happily placed, fetch and carry for her. It is the happiness of her own kin, to whom has been entrusted these stores of wealth, that should be the constant care of her statesmen, the development of this wealth, not feverishly or with waste, but according to the requirements of the time, husbanding it for the good of mankind.

ROOSEVELT FOR AFRICA

Representatives of the Smithsonian Institute Going With Him—Sails on March 25—Chicago Professor Predicts that He Will Not Return.

Washington, March 6.—Final preparations are now being made by the Smithsonian Institute for the scientific expedition to Africa to be headed by ex-President Roosevelt. The work of preparing and packing the college apparatus is now well advanced, having been carefully superintended by Major Edgar A. Mearns, the man who is to manage the expedition for the Smithsonian institution. J. Alden Loring and Edmund Heller the two other naturalists of the expedition have been in Washington several weeks assisting Major Mearns with the final preparations. Mr. Roosevelt will go over the plans thoroughly at Oyster Bay, and will there confer with the three naturalists who are being sent by the Smithsonian institution. On the voyage to Africa the details of the different phases of the expedition will be worked out by Mr. Roosevelt and the other members of the party so that on April 21, when they land from the steamer Admiral Bomas they will be ready to start out, ready for the work before them with a clear idea of what will be done.

SAILS MARCH 25

Oyster Bay, N.Y., March 5.—Ex-President Roosevelt has announced today for the first time that he will sail from New York for Africa on March 23 at noon. He will take passage on the steamer Hamburg. Mr. Roosevelt said also that he had received so many letters, telegrams and cablegrams that it would be physically impossible for him to answer one-tenth of them and that while he appreciated the sentiments expressed in the various communications, and would like to answer them all, it would be impossible. He added that he would have nothing to say on any subject nor would he attend any public functions before departing on his hunting trip. Except for a few trips to New York city, Mr. Roosevelt said he would spend the time at Oyster Bay. Wearing a knickerbocker suit he took a vigorous walk through the woods near Sagamore hill today.

ROOSEVELT WON'T RETURN.

Chicago, March 6.—Theodore Roosevelt will never return to the United States alive if he carried out his announced intention of exploring the dark regions of Africa in quest of big game.

This is the opinion of Prof. Frederick Starr, of the University of Chicago, whose prophesy is based upon his knowledge of the insidious fevers of that country, through his expedition to the Congo Free State.

The ex-president, according to the Educator, will invade a section of the country, where few white men have dared to venture, heretofore, on account of the fatal nature of the prevailing epidemic, and the "sleeping sickness." "His danger," said the professor, "will not lie in the ferociousness of the animals that dwell there, but in the fever which every explorer has come to fear, and which have taken the lives of many adventurers. I have visited Africa, and know the extent of these. I had never peculiar to that portion of the country. I visited it nine different times and narrowly escaped with my life. The ex-president has not the temperament or the temper that a man needs who would withstand the dangers of the climate he plans to have."

To Change Time.

Nelson, B.C., March 5.—The electors of Nelson yesterday voted to do away with the double time system that has been in force for the past year. Pacific time is in force here so far as the C.P.R. and Great Northern are concerned but last year the council adopted Mountain time, and since then there has been two times. The vote stood 523 in favor of reverting to railway time and 211 in favor of city time.

ROAD MAKING

The appearance of good roads in a country has always been considered one of the first indications of the march of civilization. Like many other comforts which are employed by the people of the present era, we owe much in this regard to former generations and races. The art of roadmaking was known to the Egyptians, the Greeks and the Romans. It is true that in the case of the latter the highways were constructed chiefly for military purposes, but they were also available for more useful purposes.

"No country," it has been well remarked, "can excel in commerce or in arts which is destitute of good roads, and in colonizing a new territory these are or should be, the first points to which the engineer directs his attention, for without some mode of conveniently transporting the products of agriculture or of science from one locality to another, no country can flourish."

Roadmaking as it now exists largely follows along the lines laid down by John Loudon MacAdam, who was born in Scotland in 1756. In his youth MacAdam visited the United States, but returning to Great Britain was put in charge of a district of roads in Ayrshire. It was during this time that he invented and put into practice the system of road making now known by his name. In 1819 he received an appointment in England, and was appointed by parliament to superintend the roads in the Bristol district. He was made general surveyor of the metropolitan roads in 1827, and, in return for his services, received a government grant. His system began to be adopted throughout Great Britain. It was also introduced into France.

MacAdam's mode of road making, known as macadamizing, follows the following directions: "For the formation of a road it is necessary to lay a substratum of large stones, pavement, etc., as it is a matter of indifference whether the sub-stratum be hard or soft, and if any preference is due, it is to the latter. The metal for roads must consist of broken stones (granite, flint, or whinstone is by far the best); these must in no case exceed six ounces each in weight, and stones from one to two ounces are to be preferred. The large stones in the road are to be loosened, and removed to the side, where they are to be broken into pieces of the regulation weight; and the road is then to be smoothed with a rake, so that the earth may settle down into the holes from which the large stones were removed.

The broken metal is then to be carefully spread over it, and as this operation is of great importance to

the future quality of the road, the metal is not to be laid on in shovelfuls to the requisite depth but to be scattered in shovelful after shovelful till a depth of from six to ten inches, according to the quality of the road has been obtained. The road is to have a fall from the middle to the sides of about one foot in sixty, and ditches are to be dug on the field side of the fences to a depth of a few inches below the level of the road. This system which threatened at one time to supersede every other, is calculated to form a hard and impermeable crust on the surface, thus protecting the soft earth below from the action of the water, and so prevent it working up through the metal in the form of mud."

Another authority says: "A good road is of use just in the proportion in which it permits of the heaviest loads traversing it in all weathers with the least expenditure of power. Hence, the two main points to be aimed at in construction of a road are (1) that it shall be level, and (2) that it shall have an even surface."

"The first of these conditions can be obtained only by a survey of the district through which the road is intended to pass. The desirability of a road being horizontal is too obvious a point to be enlarged on; at the same time unnecessary labor in excavating hills and in raising, causeways or embankments over valleys must be avoided. A very slight alteration or temporary deviation from the direction of the proposed route will often be the means of saving an immense amount of labor and expense without materially increasing the distance, the longest road being frequently the shortest in point of time."

"Where an extended chain of hills crosses the proposed route, it may be necessary to carry it over the ridge, but the gradient may be considerably diminished by cutting through the summit of the hill, and carrying the excavated soil into the adjoining valleys."

"The character of the subsoil has much to do with the durability of a road. If it be soft, broken granite, even thickly strewn, will prove useless because of an unendurable surface."

"Many instances will occur where the ordinary macadamized road will prove of no value—for example, in building across a bog or morass. The yielding character of the bog would entirely absorb any soil thrown upon it, but by employing a floating medium, such as fagots, brushwood, or furze, and extending the width of the oasis considerably beyond what is required for the purposes of traffic, the soil may be made to rest upon the floating platform and the road thus formed will efficiently bear up the weight of passing traffic."

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