

The West

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WEDNESDAY, MAY 4, 1910.

MONEY WASTED

Mr. Borden calculates that the Laurier navy will cost us \$60,000,000 in ten years. This estimate is based upon figures submitted by the government. That it is below the mark rather than above it becomes evident when the details of the famous navy scheme come to light. One of these is the expense in running the Niobe. It appears that the Niobe was on her way to the scrap heap when the British government received an offer to purchase her from the Laurier government. Instead of going to the scrap heap, \$1,075,000 was received for her from the Canadian government.

Some information about the Niobe has been gleaned. Her boilers are faulty and her coal consumption enormous. It has been discovered that it will cost for coal \$2,040 a day and if she is under steam half the time, this will amount to nearly \$400,000 per year. The other expenses of operating the ship will, according to Sir Wilfrid, amount to nearly \$500,000 per year. Thus one training ship will cost nearly a million dollars a year. It has been proven that it will cost \$2,500 per man each year. Training men for the navy is very expensive education.

WILL THEY BUILD THE RAILWAY?

The Globe, Canada's leading Liberal journal, in a recent issue, continues its campaign against the Hudson's Bay Railway. While the Liberals in the west are assuring us that the government will build the railway immediately, the Globe, in sympathy with Eastern interests, is fighting steadily and unfairly against the project. Which will win?

The government's pledge was given two years ago. What have they done in the meantime? For the future they have provided only one-fiftieth of the cost. Does this not look as if the Globe had the ear of the administration and that the "immediate construction" will commence previous to the next election and will continue until the contest is decided. We will have a repetition of Laurier's tactics, a policy for each province and another series of broken pledges. The Globe has always been in close touch with the Ottawa government and speaks with authority.

According to the Globe, we may in the dim and distant future, if certain conditions arise, have the Hudson's Bay Railway. It says: "It all comes to this: If it is found in time to come that three transcontinental railways and the ports of the Pacific are utterly inadequate to handle west-bound products, an irresistible case will have been established for the construction of the Hudson's Bay Railroad." Does this sound like "immediate construction?" We must wait, says the Globe, until we prove every other outlet "utterly inadequate." This must be encouraging to the farmers who relied upon the campaign pledges of the Liberals last election.

The Globe does not object to Mackenzie and Mann building the railroad, but there must be no government assistance. The Globe forgets or conceals the fact that these gentlemen have already re-

ceived a land grant for this purpose which has been sold for sufficient to build the road. They have the proceeds of the land grant but have the people the road? The Ottawa government allowed it to be diverted to other uses and now refuse to accomplish a work which is necessary to the West and for which they pledged themselves.

The West wants and needs the Hudson's Bay Railway. Does the West expect it to be built by a government, whose chief organ denounces the work? Sir Wilfrid and G. P. Graham will give another promise of "immediate construction" to the West this summer, while the Globe will assure the East that the road won't be built. Does not the actions of the government during the past two years warrant us in accepting the Globe's statement as the policy of the party?

THE LANDS OF THE WEST

Sir Wilfrid Laurier maintains that the public lands in the territory to be annexed to Manitoba, should remain vested in the Dominion in the same manner as the public lands in Saskatchewan and Alberta. The reason he gives Parliament is that the territories originally purchased from the Hudson's Bay Company were bought with the money of the whole people of Canada.

Let the Prime Minister carry his argument to its logical conclusion. British treasure and valor secured Canada for the Empire. Therefore, the Imperial Government should retain control of public lands throughout the Dominion, and, in return, we should be given a dot from Downing street. Such an arrangement would be just as reasonable as the administration of the prairie lands from Ottawa.

The Premier's attitude raises another issue. Keewatin is to be divided between Manitoba and Ontario. Ottawa refuses Manitoba control of the public lands within its half of the territory. The Federal Government scarcely can treat the two provinces differently. Therefore, we may expect that Ontario will also be refused control of the public lands in its half of Keewatin.

In this way the Provincial autonomy issue, so long indigenous to the West, may be brought home to the people of Ontario in a very direct way. We may yet see Ontario, Manitoba, Saskatchewan and Alberta lined up in a demand for control of the whole public estate within their boundaries. Even the most reactionary administration at Ottawa would not hold out long against such a confederacy. — Toronto News.

TRY TO PREVENT THE EMIGRATION

Secretary Wilson, of the United States is alarmed at the great emigration of farmers from the Western States to the Canadian West. He will inaugurate a campaign which has for its object the prevention of this wholesale emigration.

The hunger for free and for cheap, fertile land is the chief cause of this great movement. The Western American is a natural pioneer. Nothing will prevent him securing a share of the great land prize, the last in the West. Free land in the United States is gone. The rapid rise in the value of land in the Western States and the consequent prosperity of the holders has been a great objection to the farmers west of the Mississippi. The same condition exists in Canada as was there twenty years ago. The result will be the same and the American farmer is going to have his share and no inducements or restrictive measures by the authorities to the south will restrain him. Every step taken in this direction will be an advertisement for Canada and will double the rush.

But while we are steadily gaining in the West, the East is losing population to the United States at almost as great a rate. While 60,000 came to Canada from the south in 1909, yet 53,000 left us to go to the republic. These were chiefly from Quebec and the Maritime provinces and if our increase in population is not as great as expected, we can look for the cause to the lack of intelligent colonization and progressiveness in those provinces.

EDITORIAL NOTES

The chief Liberal journal in Canada opposes the building of the Hudson's Bay Railway.

The Globe opposes spending \$25,000,000 on the Hudson's Bay Railroad and endorses the wadding of \$60,000,000 on a tin-pot navy.

The Liberal party are playing their usual game in dealing with the Hudson's Bay Railway—one policy for the East and another for the West.

Sir Percy Lake must have studied Dundonald's career. He did not criticize the Canadian militia until he was leaving Canada. Sir Percy understands that experts are engaged by the Canadian government to administer according to orders not to offer advice.

The last few weeks of the session has shown the fighting force of the Conservative Opposition in Ottawa. The successful fight to preserve for the people the water powers of the St. Lawrence and the West against the bold attempts of Pugsley, Comtee and other Liberal corporation friends, the exposures in connection with the sawdust wharf deal, the St. Peter's Indian Reserve land scandal, the abuse of the franking privilege, all illustrate the power and influence of Mr. Borden and his supporters. The Opposition have made a great fight for the people's rights against a corporation-owned government.

The Victoria League every year offers a prize for the best essay written by a pupil attending a secondary school within the Empire. Last year the subject was "The Leading Principles of the Various Governments which are in operation within the Empire." The winner was Mr. W. H. L. Watson, of Harrow School, who was just a month short of being 18 years old at the time of writing. This is what he has to say about our august Senate: "In Canada, on the other hand, the Senate is nominated, and is composed of effete Conservatives, and wealthy manufacturers who have contributed liberally to party funds. In consequence, it is not considered seriously either by itself or by the nation at large."

"The North-West Passage by Land," was one of the books that helped to open the eyes of the world to the value of our western heritage. Published in 1864, it told of the fertility of the prairies and of the wealth of the West in minerals, in lumber, in fish, and in animal life. This volume was written by Viscount Milton and Dr. Walter Butler Cheddle, who went across the continent in 1862. Lord Milton died in the seventies, and it was thought that Dr. Cheddle, who had passed out of sight, had also joined the silent majority. But the doctor lived until a few weeks ago, serving in London as a consulting physician. By accident, a Canadian noticed the announcement of his death in a Yorkshire paper. This explorer helped to pave the way for what we have in the West, and yet he was forgotten.

The Ontario Expositor to be held at Regina next year, is being advertised by a calendar which is a very nice piece of work—but contains a very serious error. The centre piece of the calendar contains a buffalo head and surrounding it are the coats of arms of the provinces, or at least all of them except Alberta. It is undoubtedly an oversight, but one which the Regina exhibition managers should hasten to rectify without loss of time. There is this satisfaction, if Alberta is not on the calendar it still occupies a prominent place on the map.

Britain's heart is cheered by Lord Kitchener's assurance that, if the worst comes to the worst, Britain's strength is sufficient to safeguard her own shores. Britain's head may reject Lord Kitchener's testimony as being too sanguine. Britain will need to be pretty strong ere she can afford to do without the help of such an armament as this country is building up in her new Canadian navy.

It is significant that Sir Percy Lake's criticism of the Militia Department appears on the eve of his departure from the Canadian services. He is about to abandon the post of Inspector-General, and, therefore, feels free to speak out his mind. The efficiency of the permanent force and of the militia has been reduced materially by the Government's policy. Lord Dundonald was driven out of the country by the professional politicians, and General Lake sails for England after revealing the Government's actual policy toward the militia. It is no sufficient answer that the present Administration has increased the appropriation for military purposes.

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PRESS COMMENT

(Grain Growers' Guide.) Our readers will notice that in the supplementary estimates brought down in the Dominion house a few days ago, there was included an item of \$500,000 for "the immediate construction" of the Hudson Bay Railway. Following this announcement we received the following message from a subscriber in Saskatchewan:

"With Dominion revenue reaching \$300,000,000, will appropriation of \$500,000, only enough to construct 25 miles of Hudson Bay Railway, satisfy prairie provinces?" We certainly do not think that the vote of \$500,000 will be anything like satisfactory to the farmers of the west. It might probably be regarded in the nature of a good-sized joke. At the present time there are no supplies on hand, so far as we know, for doing construction work, and we also understand that one of the first works to be undertaken will be to bridge the Saskatchewan River at the Pas. If any of this \$500,000 is used towards the construction of this bridge, and a few miles of grading beyond, there will be nothing left over to prepare for next year's work. The Dominion government reports a revenue of \$300,000,000 this year, and hands out \$500,000 for the construction of the Hudson Bay Railway. If this is the rate of progress which the Dominion government interprets as "immediate construction," then our grand children if they live to the allotted span, may possibly see the railway built to the

Bay. This action on the part of the Dominion government cannot be regarded in any other light than as a distinct betrayal of confidence of the western people. It is evident, upon the face of it, that they do not intend to fulfil their promise to construct the road to the bay. They will no doubt make a great show that the vote of \$500,000 shows their good faith and by this means they will keep alive this scheme until another federal election approaches. Then they will vote a little heavier appropriation with the hope of delecting the western voters. There can be little doubt but that the opposing interests of the Hudson Bay Railway have compelled the government to refuse to go ahead with the construction of the road, as this is practically what the \$500,000 vote means. If the western farmers are satisfied to be sold out in this way and to be openly flouted by the Dominion government on this Hudson Bay project, then we might judge the temper of the western people. It is reported that Sir Wilfrid Laurier accompanied by Hon. Mr. Fielding and Hon. Mr. Graham, will take a jaunt through the west this year. If they do so, it will be up to the farmers of the west to tell them in unmistakable terms just what they think of the government's policy of "immediate construction."

(Moose Jaw News) The Manitoba Free Press ridicules the idea, which has taken hold in certain portions of the East, that there will be a general Dominion election this year, saying that so early an appeal to the people would work an injustice because the representation from Manitoba and Saskatchewan, as well as Alberta, is based on the census of 1901, and 1906, which figures are much below the present mark. Bold though the Laurier government may be in its defiance of some phases of public opinion we cannot bring ourselves to the conclusion that it will have the temerity to dissolve parliament thus early. Elections cost much money and the electorate will not pay the piper for such services every two years. There is force in the argument advanced by the Free Press, but it hardly puts the question beyond all doubt. To say that there will not be an election before 1912, as the Free Press does, because one held sooner would be unjust to the prairie provinces, is making too severe demands on the public credulity. A government which only grants these provinces one representative in the Cabinet, is not likely to exhibit an unctuous regard for their full representation in the House of Commons. No. If the Laurier government in 1911 thinks that the psychological moment has arrived a general election will be held in that year. The government will give one thought to the public welfare and two thoughts to the welfare of the party.

We will not venture a prediction respecting the date of the next federal election, being content to leave that to the wise men of the east, but while commenting on the subject of elections generally we will say that it would not surprise us greatly if a general provincial election were held next year. The Free Press thinks that 1912 is not an improbable year for the holding of the next federal election. Certainly the parliamentary term will not extend much over four years. Now, depend upon it, that the provincial elections will be held before the federal elections, as they were in 1908. The former may not come next year, but the opponent of the Scott government who does not take this probability into his calculations may be greatly surprised. The events of 1908 should be a warning.

(Toronto News) It is significant that Sir Percy Lake's criticism of the Militia Department appears on the eve of his departure from the Canadian services. He is about to abandon the post of Inspector-General, and, therefore, feels free to speak out his mind. The efficiency of the permanent force and of the militia has been reduced materially by the Government's policy. Lord Dundonald was driven out of the country by the professional politicians, and General Lake sails for England after revealing the Government's actual policy toward the militia. It is no sufficient answer that the present Administration has increased the appropriation for military purposes.

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MR. R. L. BORDEN. A Personal View of the Opposition Leader, by Frank D. L. Smith. Mr. R. L. Borden is one of the three best groomed men in the House of Commons. The others are Sir Wilfrid Laurier and Mr. Fielding. At this season of the year he wears in the lapel of his frock-coat a sprig of Mayflower—dear to the hearts of and more modest than most Nova Scotians. It is akin to the trailing arbutus, but the people down by the sea used to believe that it grew nowhere outside their Province. Then suddenly it was learned that it also favored Massachusetts, and that it was about to be adopted as the floral emblem of that State. Whereupon Yankee presumption was forestalled by a bill rushed through the Legislature at Halifax and the country was saved.

By Way of Contrast. Physically, Mr. Borden is the antithesis of Sir Wilfrid Laurier. The contrast which the two leaders present is strikingly evident as they sit opposite each other across "the table" on the floor of Parliament. The Conservative leader's strongly built figure and massive face and head crowned with abundance of iron grey hair are opposed to the Premier's tall, slight form, fine, attenuated features and scanty locks. On the other side the prime of life—the one of the declining years. If the First Prime Minister is alertness in purpose, the Opposition leader's whole personality is indicative of abundant reserve force.

Personality. Mr. Borden lacks the picturesque quality of Sir Wilfrid Laurier, Sir John Macdonald or Disraeli, and there are those who say that such great men owe much of their success as party leaders to the bizarre element in their make-up. A very prominent nose or an unusual manner of wearing the hair may catch the popular eye, help to separate the chief from the crowd, and accentuate his individuality in the eyes of the multitude. It has even been suggested that Mr. Borden should shave off his moustache and let his hair grow longer.

Characteristics. It is doubtful, however, if he could be induced to avail himself of such metriculous aids even to please the cartoonists. The greater qualities of leadership he possesses in marked degree. He may not be a glad-hand artist or an adept baby kisser, but like Sir James Whitney, Alexander Mackenzie and Salisbury, he possesses character, strength and rigid integrity of purpose. I once used the phrase "uprightness and downrightness" as describing the salient features of Mr. Whitney's character. The former quality Mr. Borden possesses and in the part reorganization now under way he is exhibiting much firmness of temper.

A Difficult Role. An Opposition leader's role is always difficult—especially in a new country of widely diverse local interests like Canada. Sir Wilfrid Laurier and Sir James Whitney found it so. In the case of each, thousands in his own party refused to believe him until victory had perched on his banners. Thereupon each became an unparalled statesman in the eyes of his followers. To such an extent does office invest a party chieftain with glory. History will repeat itself with Mr. Borden, and he will make a really great Prime Minister. He is of such high character that some of his own people may regard him as over-scrupulous, but the country will be safer in his hands than in those of some Conservatives who are impatient for an early triumph at the polls.

In Debate. In distinction of presence Mr. Borden rivals Sir Wilfrid Laurier. As a constitutional lawyer he worships the Minister of Justice. In forcefulness he is likened to Mr. Stifton, whom many regard as the strongest personality in Canadian public life today. An effective debater, Mr. Borden speaks neither too often nor too long. In his ability to condense an argument into a twenty-minute compass he sets the House a worthy example, and if everybody copied him in this respect the sessions of Parliament could be shortened materially. He is blessed with a robust, resonant voice, pleasant to the ear, and he seldom, if ever, uses it in mere declamation. Generally he employs the conversational tone which distinguishes debate in the Imperial House. He displays a broad grasp in dealing with important issues, and his wide information gives him much readiness in answering Ministerial utterances on the spur of the moment. — Toronto News.

The C. N. Railway are purchasing the right of way for a line from their south line to Moose Jaw. The line will parallel the Soo Line, keeping nearer the Dirt Hills.

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VAN HORNE Sir William Van Horne has retired from the chairmanship of the Board of Directors of the Canadian Pacific Railway. He himself has stated that his position was purely honorary; for he had no real duties; nevertheless, his withdrawal from even a nominal place in that great institution is an interesting incident. The name of William Van Horne will always be identified with the railway in the construction of which he played so important a part. When we recall the beginnings of this monumental work from the standpoint of the present day we are able to see the man who carried it to completion in its proper perspective. The two who were at the head of the Syndicate, George Stephen and Donald Smith, are not often now thought of in connection with the Railway. Lord Mountstephen has lived in retirement for a number of years, and Lord Starbuck has been so conspicuous in other ways that his railway experience is often lost sight of. The Canadian Pacific was launched in the year 1880, and the most ardent supporters of the policy, which led to its construction, had little faith that the Syndicate could make good its undertakings. But in this they were everyone else was mistaken. The Directors of the new company looked around for a man to make executive head of the undertaking and found him in the General Superintendent of the Chicago, Milwaukee & St. Paul Railway, a man who knew the West and who brought to bear upon his work a spirit of practical enthusiasm, inspired largely by that knowledge. It was in 1881 that Mr. Van Horne took charge of the Canadian Pacific construction, and so well did he discharge his duties that in fifty-four months from the date of his entering upon his task, it was accomplished. This was the greatest feat in the way of railway construction that the world had ever seen, and when everything is taken into account it will probably remain the greatest in the history of railroading. Mr. Stephen, whose work had been recognized by a peerage, was President of the railway company until 1888, when he retired, and Mr. Van Horne was chosen in his place. Everyone realized that he was the man for the position. He adopted a policy of vigorous development, and

Budget Passes. London, April 23.—The Budget was moved to second reading in the House of Lords this afternoon by Lord Crew. The expectation was that it would be finally disposed of in one sitting. Objections after months of political warfare, was withdrawn when Lord Lansdowne, leader of the Opposition said: "The Lords withheld assent from the Budget solely with the object of referring it to the voters. Now the constituencies through their representatives in the Commons, have expressed their favor, and the Lords have no other course but to acquiesce in passing the Budget."

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Winnipeg Mr. Roblin had to say the Govern the extena Manitoba. "I have Ottawa vote vote on which mot ing for eq history of a citizen of Canada. The Liberal formal vote as far as equality of the Saskatchewan and Ont "I am e that the Co Mr. R. L. ally declar tied to eq ters of Co will, so fa Manitoba to so justify e withheld by Laurier "The issa the smoke Wilfrid Lau stand at th in a defant what the G of this pro never be gi "The figh termine or have traito men in Man conditions, I have secure enable them the cuttlen hope is in who believe for Manito "We are prosperity b large number ing in with the blessing there are gr great questu worked out- of large der to have upon which the a Federal Gov Saskatchewan and Quebec Manitoba nea to keep d her unversit strengthen financial bas successfully tion in Cana without direc time, but w with the othe university qu "Then you as a declar Wilfrid Laur Manitoba" "I most of as I am on the Legislatu ly declare th are not as rights from ada as are Saskatchewan will the constituted e surrender. "It will, t the electors chaw whether Minister and minimize the ince, injure troy the h the Western men who v tells them, dictation and der their ow a free count demand for "What have Laurier's sug- ference?" Mr "I am astou make any sul- lament of C facts which v plied Mr. Ro in-council, de his Governm toba is not t as a source o only the con Government been his det- considerable is nothing u unless he is from that pos- Lat

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