

The West

THE WEST COMPANY, LIMITED
1773 Rose Street, Regina, Sask.

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The West is published every Wednesday.
Subscription price: One Dollar (\$1.00) per annum in advance to all parts of Canada and the British Empire. 70 United States and other foreign countries. One Dollar and Fifty Cents (\$1.50) per annum. All subscriptions payable in advance. Arrears charged at Fifty Cents per year extra.

Advertising rates furnished on application.
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WEDNESDAY, OCTOBER 20, 1909.

Straining at a Gnat.

When a supporter of the Laurier Government says that the naval defence policy is based upon a distinct recognition of the principle of colonial self-government tell him that he is one of those who strain at a gnat and swallow a camel. What regard did the Government, which now regards as inviolable the principle of colonial self-government, pay in 1905 to the principle of provincial self-government? The men who now demand the pound of flesh then refused to recognize the most reasonable demands.

In the hands of the present Government the meaning of the term "autonomy" is determined by the purpose which it has in view. In one case it means "coercion," in another "liberty."

All that the critics of the Autonomy bill asked of the Laurier Government was that it should embody in legislation the principles which its leaders had championed in public. All that the critics of the naval defence policy now ask is that the Government should present a scheme in keeping with the purpose for which delegates were sent to the Imperial Conference, namely, to assist in drafting a plan of effective defence for the Empire. A fig for principles! What regard has the Laurier Government shown for principles?

The Labor Supply.

The particulars to hand inform us that the Brodeur naval proposals call for an establishment of 5,000 men. Where are they to come from? A country which cannot get men enough to harvest its crops and to build its railways cannot spare any for ships of war. A force of 5,000 men placed on warships means, not only 5,000 less to do the country's work, but it means 5,000 withdrawn from profitable work and who must be kept by others.

Crop bulletin No. 14 issued by the Saskatchewan government deals pessimistically with the labor problem. It says:

"There is no assurance that the required number of men will be available from season to season, and while temporary expedients might be resorted to, the only real solution of the problem is the adopting of a system of agriculture that will require extra help throughout the whole year instead of for a few months. Until this is done and the west builds up a permanent and fairly adequate supply of labor, the chances of obtaining it elsewhere will always be precarious when trade conditions continue as good as at present."

All talk of manning warships while enough men cannot be had for harvest fields is ridiculous.

No Money for the Exposition. Why?

Alberta has refused to make a grant to the Selkirk centennial exposition. Premier Rutherford bases his refusal on three grounds: The date is too early; Alberta cannot expect to get an adequate return; the money is more needed for public improvements.

The Exposition authorities requested a grant of \$250,000. It looks to be quite a sum; still it is in keeping with the general outline of the scheme which, in turn, has assumed proportions quite in keeping with the conception of things Western.

As for the argument that the date 1913 is too early it may be replied that it is a time when Western Canada needs advertising because she

needs capital. After all the great purpose of the promoters is to induce a strong flow of capital, which is almost sure to follow a good class of immigration. Besides 1913 is the centenary anniversary of a great event. It is most appropriate that it should be commemorated in a fitting manner, and what better one suggests itself than a great exposition? Equally so a great exposition should commemorate a notable event.

Premier Rutherford does not think that the province would get an adequate return. What does he expect? He must be a man of great expectations; for a successful fair on the scale proposed would well repay any sum that Alberta would put into it. That the money is badly needed for development purposes is well known. Under the best of circumstances the legitimate demands upon the revenues of Alberta and Saskatchewan will be heavy. Here is where the trouble comes—the revenues of these provinces are very inadequate to meet demands. On the one hand public buildings of a most elaborate and costly nature, exceeding those of any other province have been contracted for. On the other hand the financial terms of the Autonomy Act have so limited the revenue that already the shoe is beginning to pinch. The Exposition promoters asked for \$250,000. Conceded that it is a large sum, still the Alberta Government, if it could not grant so much, should have gone half way. The truth is that the funds in the exchequer are very low. The request was refused, not because the date of the exposition is too early, or that the return would not warrant the expenditure, but because the province cannot afford it.

It is well known that the Saskatchewan government has also thrown cold water on the proposal. Its reasons are identical with those of Alberta. Both governments stand together on such matters. The explanation offered for Alberta's refusal will apply equally to Saskatchewan. The reply of Premier Rutherford coupled with the inconsistent demand for control of the school lands fund is an obvious intimation that the two provinces are financially embarrassed. Remember Manitoba has promised \$250,000.

The Liberals and Railway Competition.

Last week the C.P.R. placed at the disposal of persons traveling from Regina eight sections in the standard sleeping car attached to train No. 96. In doing so it had probably been influenced by the improved accommodation provided by the C.N.R. Immediately the Leader seized upon the incident and filled two ordinary newspaper columns with a eulogy of the Liberal government which, it was represented, had indirectly at least, made possible the reservation of these sections. It was a small matter of which to make so much; but it may be that, worried over having to defend so much inconsistency as falls to the lot of the Leader these days, it unduly magnified the incident. It will be agreed, however, that to a tired person a Pullman berth is an inviting prospect. What wonder then, if the Leader, carried away in an ecstasy, attributed this great boon to the source from which it derives many

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more good things than fall to the lot of its brethren—the Liberal Government?

The Leader represents that because a Conservative Government built the C.P.R. the Conservative party has in all things been the defender of that corporation. Indeed it is made to appear that about all the Conservative party exists for is to perpetuate C.P.R. monopoly. On the other hand it is represented that the Liberals are directly responsible for all other railways that now traverse the prairies.

The West holds no brief for the C.P.R., nor does the Conservative party in general. The Conservatives of Saskatchewan in particular cannot be charged with undue friendliness to that company, for who has fought more strenuously for the abolition of the C.P.R. tax exemption than Mr. Haultain? But there is a side to the story other than that which the Leader has exhibited.

C.P.R. stock has not always been the "melon" it is today. Not until 1902, six years after the Liberals came into power, did that stock sell at par and remain there. At the completion of the road in 1904 an issue of stock sold at no higher than 45. It had sold at even as low as 25. In that year \$1,000,000 was required for equipment and it was not in sight. Who supplied the money? Sir Donald Smith, now Lord Strathcona. How did he do it? Did he merely sit down and write out a cheque for \$1,000,000? No he went over to the Bank of Montreal and, among other things, pledged his private residence, and its contents including a very valuable art collection. That is how the C.P.R. got money for rolling stock in 1905.

What would have been the use of building other roads through this country when the one already built did not pay? We speak now of the Territories. Competing roads are induced to build because promoters think they can make money. Even in Manitoba the Liberals accomplished very little in the effort to build competing lines. Not until the Laurier Government had been in power nearly six years did it seriously contemplate the subject of railway extension into the Territories. Then it launched the G.T.P. scheme and aided the C.N.R.

But who made the C.N.R. possible? It was a Conservative Government in Manitoba. Had the entire Conservative party been the defenders of the C.P.R. monopoly, which the Leader represents them to have been, then the Roblin government would not have lent a hand to Messrs. Mackenzie and Mann. But that Government made it possible for these enterprising contractors to do business, and by so doing made possible the extensions into Saskatchewan and Alberta of which the Leader is so justly proud, and indeed may be indirectly credited with having brought about

the reserving of eight sections on train No. 96 for Regina travellers.

The Liberals have contributed to the development of the West and no reasonable person will deny it. But to claim for them all the credit for conveniences we enjoy today is ridiculous. What they have done was made possible by those who went before them. Had they promoted the C.P.R. there is every reason to think that they would have given it as generous assistance as did the Conservatives. Alexander Mackenzie was prepared to grant 50,000,000 acres of land besides a cash bonus. That offer was by no means niggardly. However the people thought he was not competent to manage so great an undertaking. That Liberal governments in Alberta and Saskatchewan have been able to assist C.N.R. and G.T.P. extension is an accident. In 1904 the Liberals said it was improbable that autonomy would be granted for some time. Suddenly they changed their minds, hence that other accident—the birth of the Scott and Rutherford governments.

Let the Leader take as much comfort as it can out of the contemplation of those eight sections on train No. 96. But it is too small a circumstance upon which to rest the claim that Liberalism is to be credited with all the railway competition in the West.

Control of the School Lands

There is a difference of opinion in the Liberal party over the provision made for the expense of provincial government in Alberta and Saskatchewan. The eastern wing is of the opinion that these provinces have received enough. The western wing while feigning acquiescence in this opinion, believes in practice; as for example, in requesting the administration of the school lands.

The other day the Ottawa Free Press, which, being a Government organ located almost at the door of the House of Commons, should know fairly well the opinions of the Ministry, told the Western provinces that they should be satisfied with the terms granted in 1905, and bluntly informed them that a deaf ear would be turned to their request. Naturally the Regina Leader is much incensed at this rude rebuff, and replies that the Free Press does not know what it is talking about. All this is very amusing to the general public, and must be disquieting to these in the party whose endeavor is to promote peace and concord.

If Eastern Liberals have received the impression that Alberta and Saskatchewan have been treated generously they have received it very largely from Western Liberals themselves. No less a person than Premier Scott has time and again asserted that the generosity of Parliament to the new provinces is unexampled in Canadian history. After the reiteration of this settlement year in and year out is it any wonder that Eastern Liberals have accepted it? After

reading the following extract from the peroration of Mr. Scott's speech on the Autonomy bill in the House of Commons who would not be convinced?

"When I remember that this Government and this Parliament are undertaking in addition to the generous terms which I have already described, to bear the cost of the lands administration, that they are undertaking to continue the North West Mounted Police in that country for some time and that they are aiding and continuing to aid great railway projects in these provinces, I say, and I am sure that in so saying I voice the sentiments of the North-West people, that these measures are based upon principles of justice, equality and above all, GENEROSITY, the observance of which in his whole public life has contributed to the position which my right hon. friend the leader of the Government holds in the confidence and affections of the people of Canada."

In another part of the same speech discussing the subsidy in lieu of the lands, Mr. Scott said:

"I venture to say that there is scarcely a man in the North-west who is not actuated by partisan sentiment, but has stated either to himself or to his neighbors, that this is a better proposition than would be the proposition to hand over the lands to LOCAL MANAGEMENT."

In 1905 Mr. Scott said it would be much better that the Dominion Government should administer the public lands than to hand them over to local management; and yet in 1908 he contends that it would be much better to hand over school lands to "local management" than to leave them in the hands of the Dominion. No wonder Eastern Liberals tell him to leave well enough alone. In 1905 Mr. Scott, apparently got what he wanted—at least he said he was more than satisfied. He raised no objection to the continued administration of the school lands by the Dominion. Why does he do so now? Perhaps he has received new light. More probably he perceives the growing sentiment in favor of Mr. Haultain's proposals.

Of course when the Leader contends that the administration of school lands has nothing to do with the Autonomy terms. Admittedly, the arrangement covering the school lands was in force thirty years before autonomy was granted; but the principle at the basis of both pieces of legislation is the same, namely, that federal control is preferable to provincial control. Why do the three provinces desire to administer the school lands? Because they contend that they can invest the proceeds from the sale of them to better advantage than by investing in Dominion securities as is set forth in the Dominion Lands Act. Under the present arrangement the net return to the provinces is about three per cent, which all admit is a low rate of interest.

If the Scott and Rutherford governments object to so low a return as three per cent. from the proceeds of the school lands, which, being sold at auction bring good prices, have not opponents of the Autonomy terms much better cause to object to the present return of one per cent., on a price fixed in 1906, not by auction, but by arbitrary methods and placed so low as \$1.50 an acre? Further, the returns from the sales of school lands have been yielding three per cent. for over thirty years. Alberta and Saskatchewan will not receive 3 per cent from the public lands until their respective populations reach 1,200,000.

In requesting control of the school lands Premier Scott and Rutherford stand on common ground with those whose protest against the Autonomy terms, namely, that the returns to the provinces are less than they would be were the whole of the public lands controlled by the provincial governments. If they can be entrusted with the administration of a portion of the lands, why can they not be entrusted with the administration of the whole of them?

Editorial Notes.

Dukes and drakes seem to be the popular sport in England. Despatches say that King Alfonso

of Spain is obstinate. Why not be frank and say pig-headed.

Will "Crooks" M.P. be the only one of his kind who had a good time at the public expense?

Looks as though the Brodeur battleships would effectually shelve the Hudson's Bay railway for a while.

When Scott is stealing Haultain's planks why doesn't he take C.P.R. exemption and one or two others at once?

It is reported that Capt. Bernier returned to Quebec to get a new supply of Seagram's '93 and the celebrated Laurier cigars.

Dan Mann says he fell down once on a prophesy. Well, a man of his great expectations could not expect to get everything he desired.

So Scott wants to administer the school lands, eh? Guess the Government is so hard up it would be glad to get its hands on anything.

Winnipeg proposes to raise \$1,000,000 for the Selkirk Centennial. That's talking business, and it acted upon will make the movement a reality.

The Regina Leader is in favor of just so much low tariff as will fool the people, and just so much protection as will satisfy the Grit manufacturers.

Surprising that the Free Trade Leader should endorse artificial measures to establish the ship-building industry on the banks of the St. Lawrence.

Lloyd-George says that dukes are as expensive as Dreadnoughts. That may be, but judging by his escape so far they don't seem to be half as dangerous.

It is safe betting that up in Prince Albert the opinion is that what Sir Thomas Shaughnessy doesn't know about the Hudson's Bay route would fill a book.

An American scientist says that the earth is shaped like a Bartlett pear. What presumption for the fellow to imagine that the earth was modelled after his head.

The Leader now claims that the Liberal Government is at least indirectly responsible for the fact that the C.P.R. has placed eight reservations on No. 96 for the convenience of Regina people. Surely its reward will be rich!

In what four respects does a caller resemble a lover? First he comes to adore. Next he gives the bell a ring. Next, he gives the maid his name. Then, if he does not find her out, he is taken in.—Independent.

EVOLUTION OF CATTLE.

Prof. J. Wilson speaking at the meeting of the British Association at Winnipeg, pointed out that nearly every breed of cattle was a combination of several breeds, a result of crossing again and again and of subsequent "pure" breeding. The modern Aberdeen-Angus breed was the result perhaps of fewer crossings than some other breeds; but the ingredients used in its production were so decidedly varied that a consideration of the way in which it had been formed yielded the most highly instructive results. In addition to the Urus, which became extinct in the Bronze age, half a dozen different kinds of cattle had been imported into Great Britain at different times—viz: (a) the black Celtic race, which came in before the Urus was extinct; (b) the brown race, black with a tan stripe along the back and a tan muzzle, which probably was imported with the Belgae; (c) the white race, taken in by the Romans; (d) the red race by the Anglo-Saxons; (e) the hornless race taken in by the Normans; and (f) the large flecked race imported from Holland in the 17th and 18th centuries. When the Normans took over their hornless cattle Scotland was occupied by the black Celtic race with a considerable infusion of the white Romans. These were all large. In the 18th century many large cattle of the Dutch flecked race were taken to the Northeast of Scotland and crossed with the small native cattle, with the result that the native cattle gradually acquired the size of the flecked cattle. In the middle of the 18th century a demand arose in England for hornless cattle, and to meet this demand the farmers crossed their horned cattle with the Norse hornless ones, with the result that the horns disappeared. By selecting breeding stock that were black in color, large in size the farmers eliminated the undesirable characters of the various races of cattle and eventually produced their present breed.—Exchange.

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