

THE WEST

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C.P.R. APPRECIATION

The appreciation of C. P. R. stock on the New York Exchange when it went nearly to 202 the other day, did not exceed the appreciation of C. P. R. service on the north line, now that the company has ceased to operate that branch.

A few months ago for an opposition paper to say one word against the Liberal newspaper criticism of the C. P. R. service, was to invite abuse for the company and ridicule of the papers that were called "corporation organs."

What a change however has come over the sentiments of these "Liberal" papers, and behold their wrath and criticism of the Canadian Northern. Read what these papers say about the new management of the north line.

The worst fears of shippers and travellers in and out of Saskatoon have been realised in the transfer of the Regina-Prince Albert branch to the Canadian Northern. Traffic is all disorganised and the former orderly and dependable service of the Canadian Pacific has given place to a display of incompetence and weakness which must call for the intervention of a strong arm unless situation is relieved.—Saskatoon Phenix.

Altogether Prince Albert has not much to be thankful for in connection with the transfer of the road, but things will probably assume a different aspect before the \$25,000 bonus authorized by the ratepayers is handed over.—Prince Albert Advocate.

So far the train service given by the Canadian Northern is worse than that of the C. P. R.—Blackworth Progress.

Seems as if the railway service had been turned wrong side about since the C. N. R. jumped onto the job.—Lumsden News-Record.

If the opposition press were C. P. R. organs, would the present not be propitious for an effective attack on the Canadian Northern for instance? What do we find however? Not an Opposition paper attempts such rash and harsh criticism as that published above from the Liberal papers on the north line.

When the C.P.R. were operating the branch the West realised that the company were doing the best they could and we respected their efforts, but often urged the necessity for better service.

At the present time we know something of the difficulties that attend the operation of that line by the new management, who

cannot be expected to immediately give as good service as the former company.

If the Canadian Northern service is not all that the "Liberal" press expected of it, let them consider that the ambition of any company is not to antagonise the public and injure their business interests.

Calamity and misfortune teach many lessons, and one of these at present, we trust, will not be lost on those newspapers that have delighted to appeal to create prejudice against men, who, if members of large corporations, are just as human as any of us and who when they do the best they can, reasonably expect proportionate appreciation from the public.

CANNOT AFFORD IT

It is very interesting to note the reason given by the local government for declining to assist the Philharmonic Society in the Ottawa competition for the Governor General's prize. "We cannot afford the \$1,000," they say. The city council voted that sum on representations from Premier Scott that if the city contributed, his government would vote the same amount. This information of course went forth and it was only to be expected that from some outside points there would be strong objections to the donation. To say the least it is very ungracious of Mr. Scott to allow his name to be used to influence the city council and then for him to be dictated to by other interests and change his own opinion and intentions.

The objections would be well taken had Mr. Scott stated that he would not be justified in promising this contribution until he had consulted the legislature.

Mr. Scott however did not take his objection on any ground other than that of retrenchment for the sake of "roads and bridges," but he must have known long ere this that the government had not made adequate provision in the estimates for these purposes. We find in the debate on the motion to go into supply that the Opposition spoke very forcibly on the extravagant increase in the unproductive expenditure and the unwarranted increase in the ministers' salaries while only \$100,000 was set aside for road improvements.

If Mr. Scott had the roads and bridge question to heart why did he double the salaries of the ministers and also the indemnity of the members. Where did the "road and bridge" interests come in then?

We would like to believe that the government declined the donation to the Philharmonic Society for economic reasons, but the evidence indicates otherwise.

STILL WAITING

Only a few weeks ago the West and the Prince Albert Advocate had a very heart to heart talk on the question of election purity and while our northern contemporary

advocated prosecution of election crookedness under the election ordinance, there was no committal respecting the hearing of the election petitions. Noting this, but not at that time doubting the Advocate's sincerity, we asked the Advocate "whether it is in favor of the election petitions being tried by competent jurisdiction."

To this question there has been no response, and of course there can be but one thought suggest itself and that is that the Advocate knew at the time of going on record respecting the prosecution under the Election Ordinance that the time had elapsed last May when such prosecution could be instituted and at that time there was a case proceeding under the criminal code.

It is too late now to advocate such procedure. However it is timely for the Advocate to say whether that journal desires the election petitions to be heard by competent jurisdiction?

It should be an easy matter for the Advocate to answer this question.

PRESS COMMENTS

(Leithbridge Herald) We are told that southern Alberta is built upon a great deposit of coal reaching from the Rocky Mountains east to Saskatchewan. If this is true the west should never suffer by a coal famine, provided the government takes over the operation of the deposits, that have not yet got into the hands of private owners. There is as much, in fact more reason, to advocate public ownership of coal mines, than of railroads, telegraph, telephone systems etc., because fuel is the greater necessity. Unless we get coal in this western country where wood is invisible, life would not be worth living in the winter, without coal, life is without comfort, in fact the absence of coal in the winter months would simply kill this western country unless the farmers, like the birds of the air migrate to warmer climates for the winter and come back in the spring to sow the seed and remain until the grain is harvested in the fall.

If the corporations and the union are going to be engaged in warfare whenever they feel like it, then it is the duty of the government to guarantee protection to the people by establishing government mines so that the people who are in the west will be assured that life in the winter months will always be worth living. Unless something of this nature is done the west is going to be given a black eye. People are not going to settle here when there is a possibility that coal cannot be had in the winter months.

(Tribune.)

It must have been at least ten times as painful to have a tooth drilled by a blacksmith for the Telegram and the Free Press, to be forced to publish the fact this morning that prosecution had been started against the grain dealers.

After all this silence to have to bow to the inevitable must be to the last degree humiliating. The Conspiracy of Silence simply couldn't be maintained after action had been started. The silence had to be temporarily broken.

But the break will only be temporary.

Already, the Toronto Globe's excuse for silence in regard to the Gurney bribery investigation is advanced by one of the morning papers.

It is claimed that "while the matter is sub-judice and will no doubt become the rallying point of one of the biggest legal battles ever fought in Canada, comment would be out of place."

It is interesting to note, however, that the matter was not sub-judice until yesterday morning—and neither of the morning papers knew that it was sub-judice even then.

The "sub-judice" excuse may work all right, now that the case is in court—but what of the week that the royal grain commission was here and what of last week?

The "sub-judice" excuse fails to work in that case.

Nothing but a frank admission that they had been deliberately traitorous, that they planned to deceive the people by giving them the impression that nothing of a startling nature had been disclosed before the royal grain commission, will go—and that is the sort of confession that evil doers never make.

They prefer to bring themselves into greater contempt by making ridiculous excuses that are in effect lies.

THE NORTH ROUTE

Mr. William Tyrrell, the well known civil engineer, in an interview recently in Winnipeg on the feasibility of the Hudson Bay route said that he had been sent on two different occasions by the government to study the question of navigation on Hudson's Bay and through the Hudson's straits. Again, during the past summer, Mr. Tyrrell was on the bay in a private capacity. When at the mouth of the river he made a complete chart of the harbor, with a view to making it a railway terminus. There was, he thought, absolutely no question about the project of shipping grain from the Bay to Great Britain being feasible. The only really excellent harbor on the coast was that at the mouth of the Churchill river. He had surveyed the whole coast down to the mouth of the Nelson river, including the so-called harbor at York. The mouth of the Nelson river was some years ago said Mr. Tyrrell, considered to be the most likely railroad terminal on the west coast of the bay, but it had now been found to be out of the question. Vessels had to anchor thirty miles from the shore and to notify the people of York of their arrival by means of kites.

Twenty-one years ago he was sent out with the Gordon expedition to watch the conditions of ice formation during the whole year. On that occasion Mr. Tyrrell spent eighteen months in the Hudson straits. From his observations made at that time and subsequently he had been on the bay five times—he was convinced that the straits were navigable for five months of the year or from July to November, inclusive. During November thin ice would form in the straits, but vessels could steam right through it with ease.

Mr. Tyrrell thought a very large proportion of the grain could be taken out through the Hudson's Bay straits the same season as grown. From Prince Albert to Fort Churchill

it was 700 miles, but if this compared rather badly with the 400 miles to Fort William, it must be remembered that from Fort Churchill to Liverpool was, if he was not mistaken actually shorter than from Montreal to Liverpool.

THE MOON NOT YET DEAD

The growing belief among astronomers that physical change has not yet ceased on the moon—until recently believed to be dead, airless, waterless world—caused special attention to be directed to our satellite during the total eclipse of last February, as the result of which, two observers, working independently, noticed a marked increase in the diameter of the crater line immediately after the passing of the earth's shadow.

In the Astronomical Journal Prof. Pickering points out that this phenomenon has now been attested by so many reliable observers that it may be looked upon as entirely confirmed. The interposition of the earth between the moon and the sun must necessarily considerably lower the temperature on the moon's surface, and the increase in the size of the crater mentioned is believed to be due to the deposition in its vicinity of large quantities of hoar frost, which, of course, preposes the presence of moisture of some kind.—Westminster Gazette.

The steamship Monarch was wrecked on Isle Royal while going down on her last trip from the head of the lakes. Although she sank in a short time after drifting on the rocks in a blinding snowstorm, the crew and passengers were all saved, except one seaman who was drowned. Tugs went to the relief from the twin towns. The Monarch was loaded with flour and wheat.

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Advertisement for Scott's Emulsion featuring a fisherman carrying a large fish on his back. Text: 'A Boston schoolboy was tall, weak and sickly. His arms were soft and flabby. He didn't have a strong muscle in his entire body. The physician who had attended the family for thirty years prescribed Scott's Emulsion. NOW: To feel that boy's arm you would think he was apprenticed to a blacksmith. ALL DRUGGISTS: 50c. AND \$1.00.'

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