

THE WEST

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WEDNESDAY, JANUARY 28, 1907.

WHY THIS ALARM

"The biggest problem confronting Premier Whitney," says President McPherson of the Molson's Bank, "is the immigration problem," and he asserts that some effective steps must be taken to offset the rush of Ontario settlers to the west.

In view of the recent immigration figures furnished by Hon. Frank Oliver, why this alarm?

According to the statistics of the immigration department for the last year, 52,000 European immigrants settled in Ontario, while only 39,000 came to the three provinces of Manitoba, Saskatchewan and Alberta including those from Ontario.

If the three western provinces received two thirds of last year's immigration outside of Ontario, and Ontario received fifty two thousand from outside sources while only losing forty thousand, they have twelve thousand to the good.

One thing sure, either Mr. McPherson is unnecessarily alarmed or Mr. Oliver gave wrong information to parliament.

Would the president of the Molson bank and other prominent men of Ontario have any motive in giving a false alarm in this matter?

Would Hon. Frank Oliver in view of the tight corner in which the government is respecting western census and the increased western representation, have any motive in preparing misleading immigration returns?

GOVERNMENT TELEPHONES

Notwithstanding the apathy of the provincial government respecting the telephone question, they will have at least to state their position if the Saskatchewan Grain Growers convention at Saskatoon adopts the resolution of the Regina body passed at their annual meeting on Friday last.

It is hardly fair to the people of this province that the governments of Manitoba and Alberta should be so far committed to a government telephone policy, while our quartette is flirting with monopoly interests. With a government service on either side of us it would be inconvenient to have to depend on private interests for an interchange of communications. It is evident that the farmers are discussing this matter for they speak on the subject with a great deal of intelligence. This is the weather, too, when they wish they had some sort of telephone connection with the centres of population, and they naturally think that a government owned system is preferable to any monopoly concern. The chances are, therefore, that the government will be called upon to make a declaration of policy at an early date.

NEW LAND DISTRICTS

The re-adjustment of the Dominion lands districts have been announced

and the local Liberals cannot agree that the districts are created in any degree of fairness to Regina or with consideration of the convenience of the public.

The beneficiary of the change is Moose Jaw and for that reason any criticism as between this city and our neighbor will be attributed to the natural feeling of jealousy, but risking the imputation as to our motive, we have no hesitation in saying that if the change was not dictated by W. E. Knowles to make him strong in his constituency at the next election, we cannot see what would influence the government in the senseless policy adopted. Of course, it is well known that Hon. Frank Oliver has the knife into this city since the last election campaign. He could hardly get a hearing here, but he can only blame his friends for that. It was Mr. Calder who told him a falsehood and asked the Minister of the Interior to repeat it to give it prestige. The people knew that the statement about the Belgarde school permit was a lie, and they could no more accept it from Mr. Oliver than they could from Mr. Calder, who later apologized to the legislature for the falsehood and said that he was responsible for the Minister of the Interior being placed in a false position. Mr. Oliver probably does not know yet that his statement was false and that the people were justified in throwing him down.

If Mr. Oliver is really sore on us it is Mr. Calder's duty to the city to forward the Minister of the Interior that portion of the legislative proceedings embodying his humiliating statements to the House. Frank will unquestionably tell any community where to go, and this cold weather it would not be bad advice, but when he vents his wrath so far as to injure the city's interests because they rubbed him the wrong way at a political meeting, he is raising the limit when it wasn't coming. However, that is Frank Oliver, and he can never acquire enough polish to pass trifles over. He simply can't. That his management of his department as far as this office is concerned has not been commendable, is well known. The policy of his department is, of course, his own business to a certain extent, but the people of Regina would like some valid reason given for such a redistribution of the land districts, and if Mr. Knowles is playing any game in which this city is going to get the worst of it, it ought to be known. The new schedule of seats for this province will soon be submitted to parliament and then we may be able to see plainly some connection between the two schemes, but in the meantime we have to do like the Liberals on the outside, stand around and wonder.

THE COAL FALLACY

Elsewhere we publish an editorial from the Ottawa Free Press a marked copy of which was sent to this office, dealing with the coal question and placing upon the C.P.R. the responsibility for the scarcity of fuel on the prairies.

This article, like a similar one in the Edmonton Bulletin, is based on the action of the Frank board of trade which severely criticised the Canadian Pacific Railway for their negligence in supplying cars. Both these journals insist that the Lethbridge strike had but little to do with the fuel famine and that other sources were available had the railway company been in a position to handle the freight.

With these arguments logical per-

sons at least cannot agree. According to the figures of the Ottawa paper the shutting down of the Lethbridge mines meant a loss of 900 tons daily since March last which from April 1st to December 1st amounts to 187,200 or 5,348 cars.

Would this amount of coal distributed throughout this province not have prevented a scarcity of fuel? If this amount had been available here this province could have let the eastern coal remain in Winnipeg and the Crow's Nest product could have largely supplied the province of Alberta.

To say that 5,348 cars of coal in stock delivered throughout the country before Christmas would have let the fuel situation nearly as bad as it is now is to talk at random and without responsibility, and without acceptance by the people of Saskatchewan at least; the action of the Frank board of trade notwithstanding.

To prove that the Lethbridge mines did not affect the situation it will be necessary to go further and prove that if these mines had been in full operation the C.P.R. would not have supplied cars to take the product away. This cannot be stated even by the journals referred to except by conjecture, and this will not go, for we are stating facts, and some of them are furnished by these papers.

There is another feature about the Crow's Nest supply for domestic use. The C.P.R. have had great difficulty in getting coal from that area because when cars are loaded at the mines they are sent down south to the smelters and the company cannot get them back for a great length of time.

The partisan journals trying to make government capital and please the coal monopolists with whom they are so closely associated, have not canvassed the whole fuel situation and they will have to try again before they will convince the people here that the Lethbridge strike had nothing to do with the fuel famine.

True these mines are now running at full capacity but the demand is now so great, without any fuel in stock in the country, that the Galt coal supply is totally inadequate, but if the 182,200 tons not mined between March and December had been placed in stock through the country during the season when there was a bountiful supply of cars to haul it, what a difference there would be in the fuel situation today?

There is no doubt that the Lethbridge strike caused the shortage, and this statement has not yet been logically refuted.

DEMURRAGE AGAIN

The farmers are only now warming up to the subject of reciprocal demurrage, and the acute conditions of the present have a tendency to make them extremists on this question. While the principle of demurrage should apply equally to the railway companies, as to the farmers, the companies should not have this penalty imposed without sufficient notice. The consignees have always known that they were liable for demurrage and up till recently the other side of the question has received but little attention, but under such circumstances as the present stern remedies are suggested and the country being aroused the agitation is general for the more public control over railway companies, who at whatever cost must recognise their obligation to the people from whom they have received their franchise.

Before the recent grain commission here, two years were mentioned as a reasonable time to give railways to prepare for a demurrage penalty, but even this is being criticised as being a favor to the corporations. We cannot believe, however, that this proposition would be unfair, inasmuch as two years ago the public never anticipated that today the government would be asking the views of the country respecting this matter. If this reciprocal principle is recognised by legislation in two years a long step will have been made towards more equal relations of shippers and carriers in respecting this phase of the transportation problem, and if the adoption of this principle results from the present conditions, notwithstanding the inconvenience, suffering and the loss this season, we will have something to be thankful for.

AN AROUSED PUBLIC

There is no doubt that the public of Western Canada and those of the

North-Western States are thoroughly aroused over the railway situation, and the railway companies will have to show them that operating railways, notwithstanding the equipment, is a physical impossibility under certain weather conditions. There is a feeling that the companies are at present unprepared for this emergency and the people are those who suffer the most. There is no doubt that the facts must be brought out to the satisfaction of the electors or this question will figure in politics. Those who know what inconveniences and loss this tie-up means to the companies and what privations it entails on the part of the train crews, are not so ready to blame the railways, and are prepared to accept hardship in a mutual way, but the majority of the public take a different view of the matter. The people who have seen railway stock soaring in the clouds naturally think that when a system gets on such a paying basis the people should expect and should get an adequate service.

The interstate commission of the United States has reported and their finding goes much farther than surface treatment of the difficulty. It is doubtful when the Canadian government will take action, but we need not wait for them, for the local administration ought to take the matter and get the services of some of the men who made the investigation for the United States government, or other railway experts. This matter should be forcibly brought to the attention of the provincial government. The investigation will not hurt anyone if there is nothing wrong, and if there are defects in our railway systems the people ought to know it.

EDITORIAL NOTES

It is after all a hard proposition not to let those members of the North Atlantic Trading Co. suicide and close the case against the government.

Those three Jacks held by the Winnipeg Grain Exchange will never take the pot. The farmers are holding a straight.

The Liberals of Prince Albert have expressed their appreciation of bal-

lot box stuffing by electing as president of their association the man who was convicted on a conspiracy charge, and who was in collusion with the men who marked the false ballots.

If Government weigh scales were established the appointment of the weigh masters would of course be government patronage that would have to go to their supporters. Mr. Motherwell stated on oath before the Royal Grain Commission that he did not believe sufficient honest men could be found for the positions.

PRESS COMMENTS

(Butte News.)

Science delights in paradoxes. A lobster expert declares that the crustacean is the most intelligent creature in the animal kingdom, and that the use of the word "lobster" as an epithet to express all that is undesirable in a man is only a parade of the speaker's ignorance.

The lobster is the fastest animal that swims the sea. Nautical experts have tried in vain to invent appliances similar to the tail of a lobster. While it is true that the lobster trawls backwards, rear end collisions are unknown; its range of vision extends both backwards and forwards. Its eyes are virtually coming towers for the entire surrounding country.

If a "human" loses an arm he is ruined for life when a lobster loses an arm another grows on and he proceeds merrily along the path of life.

Humidity adds insult to insult to injury. No creature suffers the torment to make a human holiday as does the lobster. To be edible he must be boiled alive.

It is true that the lobster does not show the mental acumen he might in escaping the lobster pot, wherein he backs and stays. But how many of the human species get into pots and jack-pots from which there is no escape.

(Toronto Telegram.)

The small, petty logical quality of the Latin mind is revealed in the decision of the French Government to strike the name of the Deity off the coinage of the republic.

Free government is one of the splendid arts in which the Latin race does not excel.

The Latin clericalism of Canada just as small, petty and exasperating in its treatment of the friends of national schools in Saskatchewan as the Latin Liberalism of France is in its treatment of the ideals of the Ancient faith in the republic.

Meantime the present duty of this country is, not to mourn that the name of the Deity no longer adorns the public coinage of France but to mourn rather that the principles of the Deity so seldom adorn the public conduct of Canada.

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J. H. Holmes, of
Horton-Wiseley has
granted a license to

Six cases of small
from High River,
under quarantine,
the disease is not

The Canadian
has just placed an
Canadian Foundry
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SCHEME TOO

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