



WEDNESDAY, March 20, 1907.

The people of this province are al- are available. The homesteader of most unanimously in favor of a rail- twenty years ago are the men who way to Hudson's Bay at as early a have made this country what it is date as possible, and the recent an- today, but they did not do it under nouncement of Hon. Frank Oliver will the restrictions imposed by the prebe read with a good deal of interest. sent government. The homesteader Coming as it does at least, as the has no right to be compelled, to game goes, eighteen months prior to build this proposed railway when he a general election, the project is not is helping to pay the interest on the toreshadowed as an election cry and public debt incurred in building the there is plenty of time to begin op- first transcontinental road and while

The general principle of the scheme being taken out of the public treashaving been endorsed by every ex- ury to construct the Grand Trunk pression of public sentiment for some Pacific. time, there only remains for consid- Syndicates even up till recently eration the method by which this have been given large blocks of pubroad should be constructed.

nounced by Mr. Oliver is to build scheme. Why should the homesteader this railway out of the proceeds of have to pay a minimum price of \$3 the sale of pre-emptions under the an acre for no better land than the new Dominion land bill, and with speculator got and is getting for a this proposal there is one fault ap- dollar an acre? The only reason is parent on the face of the scheme. that the government had the Hud-

the facilities which it will offer, and make the homesteaders of the west as much as we appreciate them, will pay for it. tional highway, having no connection alone bear the burden. whatever with a foreign country. We find that the cost of the G.T.P. is being borne by the people of Canada out of the Dominion treasury. It is the history of Canada a railway being so national in character as the Hudson's Bay road, or a road of any proportion at any time, has been built from funds raised in the manner proposed by this bill. We find the legislature of the priests in the legislature on Friday same Archbishop wrote the notor-ious letter to the priests throughout Saskatchewan against Mr. Haultain? Saskatchewan against Mr. Haultain? The City of Vancouver the enter-inges over a find the Prevince have their rise, and the substantial business blocks, the excellent system of electric lighting, and the substantial business blocks, the well paved streets, the excellent system of electric lighting, and the substantial business blocks, the well paved streets, the excellent system of electric lighting, and the substantial business blocks, and the substantial business blocks, the well paved streets, the excellent system of electric lighting, and the substantial business blocks, and the substantial business blocks, the well paved streets, the excellent system of electric lighting, and the substantial business blocks, and the substantial bus

cludes \$34,255,135.06 paid as subsi- Dominion government decided to with dies to railways other than the Can-draw, after inspection, large areas of adian Pacific Railway, making a to- this grazing land from entry for tal expenditure of \$314,342,348.31. Of homestead purposes until there is a this amount the sum of \$13,881,460.- general demand from intending home-65 was expended on construction steakers. With this safeguard the works prior to confederation, on por- ranchers have fenced sufficient to tions of what is now the Intercoloni- keep their stock from drifting durda including the homesteaders of the western provinces are paying interest

annually on the above enormous conthe three provinces, but more especi- ed by the Dominion government. This ally Saskatchewan, have had a large it unbearable and, as Mr. Wylie says, portion of the public domain taken the ranchers will not stand for it. ity. The evening was spent in play-

preceded the new Dominion Lands the (tock breeders, and that is to

Act and the government must have ad in mind the method by which they could raise the money to defray It is regrettable that after the mption under certain conditions and at a minimum rate of three dollars per acre, was based on their decision with respect to the Hudson's Bay

The whole government scheme then is to make the homesteaders of the three provinces pay for this railway. We protest that this is not fair. The homesteaders are the poorer class of settlers-men without sufficient means to come in here and buy farms in HUDSON'S BAY RAILWAY particular localities. They have -no choice but to go where homesteads he is paying his share of the funds

lic lands at a dollar an acre and they The government proposal as an- did not contribute to any railway It is open to doubt whether the son's Bay railway in view, and call-Grand Trunk Pacific, even with all ing it a western road are going to

benefit this province as much as the We all need the road and we all construction of the Hudson's Bay share in its benefits, and we should railway, and the road to the bay all pay our share for its construcwill be in every sense more of a na- tion and the homesteader should not

ing so national in character as the katchewan, D. J. Wylie (Maple Creek)

ture on capital during the last fiscal land to be worth only two cents an year for the national Transcontinen- acre to the rancher. The occupant, tal Railway amounted to \$1,841,269 - however, althought he is only a leeser 95. In another paragraph we find has to pay the regular local improvethat the total expenditure on govern- ment tax and the ordinary school tax, ment railways prior to and since for much of the ranching country is Confederation (July 1, 1867) up to organised into school districts.

July 1, 1906, amounts on capital ac-Mr. Wylie is no bluffer. He asserts count to \$154,876,068.62 which in that this two and a half cents an cludes the sum of \$25,000,000 grant- acre direct tax is "the last straw ed from capital to the Canadian Pa- that will break the camel's back' cific Railway Company for its main and that ranchers will "chuck" the line. In addition there has been ex- leases and take their chances. This pended from the consolidated fund a will certainly have a disasterous efftotal of \$159,566,261.69, which in- ect, for it was only recently that the ing the early winter and to enable The whole people of western Cana- them to select, do breeding and proper

Now, however, the province adopts a direct taxation scheme, which more tributions to Canadian railways, and than doubles the grazing rent charg-There is a way out of the difficulty ing games and contests. Dainty re-The Hudson's Bay railway project at a cost both to the province, and freshments were served before mid-

Grippe or Influenza, whichever you like to call it, is one of the most weakening diseases known.

Scott's Emulsion, which is Cod Liver Oil and Hypophosphites in easily digested form, is the greatest strength-builder known to medical science.

It is so easily digested that it sinks into the system, making new blood and new fat, and strengthening nerves and muscles.

Use Scott's Emulsion after

Invaluable for Coughs and Colds. ALL DRUGGISTS; 506. AND \$1.00. upset the whole taxation scheme by

the cost of this railway. Therefore injustices of the proposal has been the decision of the government in the shown by Mr. Wylie, the government provisions of the lands act to sell to insists that this measure shall be-

EDITORIAL NOTES

If the Angel Gabriel came to Saskatchewan The West would not fail to invest his visit with

If the Angel Gabriel were to come o Saskatchewan there would be an

purpose, He thinks nothing about

have to pay a direct tax and will re-What these settlers want is elementary educational facilities. Mr. Calder doesn't see it that way.

published elsewhere in this issue, Wm. taxes to establish and maintain a pany's boats plying up the coast, making Vancouver their headquarters, higher educational system from which ne can derive no benefits. It is the "Princess Victoria," which plies beduty of the government to provide tween Vancouver, Victoria and Seatelementary schools for all settlers be-Oriental merchandise are landed here fore they impose direct taxation for every month and it is safe to say secondary education.

The Free Press deplores the inter- red on the Pacific The vast ference of Archbishop Langevin in the Manitoba elections, but what protest did the Free Press make when the the Free Press

the Winnipeg Tribune toward the Roblin Government, that journal says with regard to politics in this

The Tribune has given Mr. Haultain its most hearty support in his fight for Provincial Rights good government and clean politics—and will continue to give him the same support so long as he follows the course that he has followed during his whole career.

The Canadian Northern passenger other instance of the injustice of that crank legislation which recently came

WATFORD OLD BOYS AND GIRLS

sidents of Watford, Ont., and vicin

During the evening Mayor Smith was voted to the chair and a "Watord Old Boys and Girls Association" was formed. Mayor Smith was elected president, Wm. Hindson was appointed secretary and J. F. Bole, M.L.A., was elected as treasurer. There is to be a grand re.union in probable that a large number of Watfordites living in Regina and districts surrounding may take advantage of the occasion to take a visit relatives. Among those who were present at

the gathering at Mr. and Mrs. Mo-Kenzie's were the following, Mr. and Mrs. J. W. Smith, Mr. and Mrs. J. F. Bole; Mr. and Mrs. W. Hindson, Mr.and Mrs. Jas. Hindson, Mr. and Mrs. A. W. McGregor, Mr. and Mrs H. Willoughby, Mr. and Mrs. W. J. Hastings, Mrs. Dawson, Mr. and Mrs. L. Rankin, Mr. and Mrs. W. H. Rogers, Mr. Petch, Mr. Hillis, Miss Corestine, Mr. and Mrs. Mavity, Mr. and Mrs. R. J. Westgate.

minus of the Canadian Pacific Railway, is one of the most thriving
cities in Western Canada. It is situated on a peninsula formed by two
small branches of the Gulf of Georgia
and is built on land rising to an altitude of about two thousand feet,
with a descent on either side to the
sea. The upper or northern portion
of these two arms of the gulf is
United States from Vancouver Censular District during the year just

Taxed two cents and a half an broad and placid; craft of all kinds Chicago Record-Herald:

The general appearance of the place there benches upon which pe manufacturing establishments, saw more lovely drive; in all my travels mills and salmon canneries, etc., are well built, substantial-looking struc-

er which he has no control is de Australia as their trans-oceanic des- indescribably grand, and surpas also the magnificent palatial steamer that in a few years the Pacific commerce will rival that of the Atlantic The eyes of the world are now cent-

In the City of Vancouver the enter-

'these far-western towns."

something very big indeed from the and this is a very attractive feature British Columbia forests, and in this throughout the season. expectation there is no disappoint nent. The average height of the trees ranges from 150 to 170 feet, the sportsman, and those who have As for the really large treesobservation of the tourist. Compar that of Eastern Canada, particularly Ontario, forest land that carries 20, good average yield in the latter The Capilano Canyon, across the region while in British Columbia a inlet from the city, is worth going air average yield is from 50,000 to miles to see. It is a rugged and al-Mr. and Mrs. F. H. McKenzie, gave is a very interesting sight, and a

But ours remains the same. A

large Heavy Metal Cook

Stove with 22 inch

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visit to a typical coast mill no less so. The Hastings mill on the harbon front at Vancouver furnishes a very

Vancouver's shipping.

Along the northern shore, as far as

Consul.

Building permits for the City of

made to construct railways them-blue, shimmering water, far stretch-solid, well-built town, nothing shabby to bow down and thank God for a for the Far East on the South Seas and well kept, everything seems to Liberal government.

Liberal government.

Ar. Calder says his taxation scheme will play out in a few years, but in the meantime it will serve its hut in the meantime it will serve its sense of distance and freedom.

The country for the Far East on the South Seas fading on the horizon; to the south, the city itself rising fair and prosperous; a mist upon the mountains, hanging like a curtain of silvery gauze; blue sky, and a flood of brilliant sunshine; in the air an exhilirating seems to wear an appearance of prosperity and permanence. Nothing is out of repair. There are no empty store rooms or vacant houses, and where ever you go, buildings for business and residence purposes are under construction. Stanley Park has nine sense of distance and freedom. the future trouble that will ensue there is no city in the Dominion that leaped forward with such strides. The green appearance of the place. commends itself to every tourist and may rest. The roads are in perfect For five years the new settlers will visitor, and its solid character is condition. I wish the California commuch superior to the majority of much superior to the majority of cities on the American side. All the could see them. I do not know of a

tures. If we reckon the age of the Vancouver is essentially a tourist der doesn't see it that way.

City by decades, in 1881 it did not eity. Thousands visited as during exist; in 1891 its population was 1906, and the northern travel is only commencing. The Canadian Pacific, day it is nearing the 60,000 mark.

The six thousand feet of docks give Pacific Railways converge here, to-Noble of Oxbew strikes one of the greatest defects in the government's secondary educational bill. The settler who by reason of conditions over which he has no control is de transfer coast steamers expectations. Edward Whymper, the prived of elementary school facilities engaged in the Klondike and Alaska most famous Swiss mountain-climber, says: "These vast ranges are approximately made to the coast steamers are supported by the coast steamers and says and state of the coast steamers are approximately and grant the coast steamers are approximately approximat palling in their immensity and gran deur, for here are fifty Switzerland rolled into one.

The trip to Alaska is one of the most pleasurable, perhaps, for the busy man who needs a rest 'from the haunts of men." Let him take the Alaska trip, via Vancouver. Splei steamers have routings from

to be done with Japan and China Mountain can be taken in a day with ranges over a mile high from tide water. It is safe to predict that a

pointed theatres and shops, the gen-eral air of solidity and progress, fill side resort, and one may with equal with wonder travellers who have enjoyment bathe or swim, or fish, or novel-manufactured ideas about go for a sail, or paddle a cance, or ale trade dealing in nearly all ing a shaft of gold across the waters, and sky and mountains take on gor The most characteristic feature of geous tints, one can understand a he Pacific Coast is, of course, the tourist saying, "The sunsets are umbering industry. In a country worth crossing continents to see."
where nature deals so largely in During the evenings the band plays erlatives, one is led to expect in a pavilion overlooking the bay

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Implement Dealer

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REDCIENT

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EXPERIENCE

named Burrard Inlet and forms one sular District during the year just of the most beautiful and peacetal ended amounted to \$1,938,113.34, as is the best teacher. The best scholar is he who learns from harbors in the world, and, by natural shown by figures compiled in the ofselection, constitutes the port for fice of Colonel Dudley, American

FURNITURE

Don't you know that people who are real judges of our goods never trade anywhere else ? And you know they are just as careful of a dollars as you are. They have learned where to acre by the Scott Government, and crowd about the docks; to the west, "Vancouver is properly called the get the best goods at really low prices. We are ready to made to construct railways them- the green of Stanley Park, and more 'Liverpool of the Pacific.' It is a teach you the same lesson at any time.

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London, March Star liner Suevic st and went ashore n thick fog. The ward bound from way of Cape Town, passengers and crev struck the Bradis i the Lizard lighthou wreck.

Life boats and t and Falmouth reach gether and the Su began to land the women and children ashore. There wer 160 children on bea babies in arms, who ermen and their wi the boats and carr seris to the nearby

London, March, steamer Jebba, fro points for Plymo ran on the rocks Prawle Point this coast of Africa, ar taken safely ash Jebba will prove a