

The West

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WEDNESDAY, JANUARY 27, 1909.

Incompetence or Bribery.

Many interesting things come out when the House is considering the estimates. One which came out last Wednesday evening had reference to money spent by the public works department last year.

While it is somewhat late, yet from going through the new post office recently to see the M.L.A.'s at work in one corner of the spacious rooms in the new post office where they are almost lost, the fact is forced upon us that the Scott government lost their head somewhat in the provision they have made for departmental buildings.

Will Be Starved.

"The British Columbia legislature will this year bring down a bill establishing a provincial university. Last year a grant of two million acres of land was set aside for its support. We fear that unless some provision of the sort is made for Saskatchewan University our Alma Mater will be an expensive institution.

But where is Saskatchewan going to get the land to set aside for the university? The province has no land unless it gets some from the poor farmers who have not paid their local improvement or supplementary revenue tax.

We cannot see but that the university is bound to be starved by the government. They haven't the land nor have they the money to give to this institution. The only hope of Saskatchewan University is that it be assisted in the way of endowments and at present we do not see any probable source from which that is to come.

Editorial Notes

While discussing the estimates it came out that John Hawkes gets a salary of \$1,500 for acting as librar-

ish. Too bad he should get such a small salary for such heavy work.

The premier accused Mr. Haultain of saying during the general election campaign that Laurier had ordered that the contract should go to Peter Lyall for services rendered. Mr. Haultain said he didn't make such a statement. Whether he made it or not is immaterial to us. We believe that he might have said something to that effect and be well justified. Why was \$100,000 extra given to Lyall if there wasn't a deal on?

Last year a good Liberal worker, who was not authorized by the Department, let the contract for the building of a piece of road. The government did not know, we presume, that the work was being done and had never authorized the work. Yet what do you think, the work done has actually been paid for. That is a fair sample of the way the public business of this province is being carried on.

The financial condition of the province has forced the government to give up the policy of government hail insurance. On the operations last year there was a deficit of about \$130,000. We are sure that this retrograde step of the government will be regretted by every farmer. Last year was perhaps an exceptional year and the losses were out of the ordinary, and consequently insurance rates were not high enough to bring the revenue up to the expenditure. We should have much preferred to see the government carry on this branch of the work even if some bridges had to be left over and even fewer roads graded.

After a campaign so utterly sordid the government meets the eleventh parliament under a cloud. Mr. Broder is discredited as an administrator, yet he sits on the treasury benches and enjoys the confidence of his colleagues. How any minister can retain office under such an indictment as can be found in the evidence of the Cassels commission, is one of the mysteries of Canadian politics. No defence of his purile administration can be made. Several excuses have been attempted, but they are so attenuated that they are unworthy of the slightest attention.

Mr. Pugsley has been named in a graft case in St. John. Through his instrumentality—not denied—Mr. Geo. McAvity cleaned up \$38,000 on a dredging contract held by Mr. Mayes. He has made no move to recover that money, which was stolen from the federal treasury. He sits in the front row, enjoying the confidence of his colleagues. Mr. Pugsley's department has been the abiding place of patronage for many years. There is reason to believe that a commission of inquiry might find some interesting evidence. A glance at the militia department would not do any harm, either. If ever an opposition had an opportunity to do the country effective service, this is the time. Canada needs a housecleaning, for the nation's political ideals are sadly tarnished.

"I can truthfully say that I believe that, but for the use of your Emulsion I would long since have been in my grave. I was past work—could not walk up-hill without coughing very hard."

THIS, and much more was written by Mr. G. W. Howerton, Clark's Gap, W. Va. We would like to send you a full copy of his letter, if you might write him direct. His case was really marvelous, but is only one of the many proofs that

Scott's Emulsion is the most strengthening and re-vitalizing preparation in the world. Even in that most stubborn of all diseases (consumption) it does wonders, and in less serious troubles, such as anemia, bronchitis, asthma, catarrh, or loss of flesh from any cause the effect is much quicker.

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ALL DRUGGISTS. Let us send you Mr. Howerton's letter and some literature on Consumption. Just send us a Post Card and mention this page.

Press Comment

(Wapella Post.)

Now that the government railway policy has been announced, applications for railways can be looked for from all quarters. This end of the province, while fairly well covered with lines running east and west could use to advantage a line of railway connecting the north and south, say from some point on the Estevan line north to Yorkton, following the proposed route of the government telephone line and crossing the main line at Wapella. At the same time several new railways are applying to the legislature for incorporation and we believe that a live promoter could interest the business men and farmers in a scheme as outlined above. A line of railway connecting the Souris coal fields with the north and north-east part of the province would be a boon to everybody. Under present conditions the freight rates on a car of coal are more than twice the price of the coal at the mine, making the coal that is almost at our doors but a little less in price than western coal. The Board of Trade and Farmers' Associations might do well to discuss the proposition. In this age only those things are secured that are gone after. We would suggest that the "dead ones" sit up and take notice.

(Toronto News)

By choosing Mr. Marcell as the speaker of the eleventh parliament, the government has been thoroughly consistent. When Mr. Alcorn introduced a bill last year to make bribery by the promise of public works a criminal act, the government refused to accept the Aylesworth election bill, and the premier intimated that he had not yet reached such heights. He had reached such height when he was travelling the country as an opposition orator. To the average man the moral attitude of the proposal is not so exalted. If it were wrong to induce a man to vote in a certain way by giving him a five dollar bill, how can it be right to induce 100 men to exchange their votes for an expenditure of fifty thousand dollars on a breakwater.

Sir Wilfrid Laurier and Mr. Aylesworth, both lawyers as well as politicians, must reach their conclusions by a studious neglect of all the cardinal principles of logic. However, they arrived at the opinion that the wholesale bribery is merely an amiable political indiscretion, it must be confessed that there are many indiscreet Liberal candidates. Mr. Marcell was only one of a great number. Even our own Mr. Robinette tried the game with his poster "Vote for Robinette and harbor improvements." It was a deliberate election policy and cabinet ministers did not scruple to lean upon it. Mr. Lemieux made a specialty of town clocks. Mr. Pugsley dealt with dredges. Only Sir Richard Cartwright dared to say that the time for economy was at hand.

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(Moose Jaw News.)

At last the Scott government has shown its hand on the matter of assisting railway construction. It has decided to guarantee the bonds of the G.T.P. and C.N.R. to the extent of \$13,000 per mile, which may be increased to \$15,000 if the railways find it necessary to make the call. In return the two companies agree to construct 587 miles of road between now and December 31st, 1911. One hundred and seventy-five miles is to be constructed this year. How does the policy and the construction program compare with the government pre-election promises and the policies of other governments which have guaranteed railway bonds? The land we left—Col. McGregor. The land we live in—Geo. Langley and Prof. Murray. Sister Societies—G. S. Houston, of the Irishmen's Association, and A. E. Chivers of the Sons of England. During the evening, Mr. Jas. Mc-Ara sang several Scottish songs which were much appreciated.

Burns' Celebration.

The local camp of the Sons of Scotland celebrated the 150th anniversary of the birth of Robert Burns by holding a dinner at the King's Hotel on Monday evening. About 80 plates were set. After the splendid dinner, the following toast list was disposed of: The King—Proposed by Chief J. K. McInnis. Our Legislators—Proposed by P. Mc-Ara jr., and responded to by Geo. Langley, M.L.A. The immortal memory of Robert Burns—Wm. Grant. The land we left—Col. McGregor. The land we live in—Geo. Langley and Prof. Murray. Sister Societies—G. S. Houston, of the Irishmen's Association, and A. E. Chivers of the Sons of England. During the evening, Mr. Jas. Mc-Ara sang several Scottish songs which were much appreciated.

miles to be constructed by 1912, and it becomes manifest that the performance is much below the promise. But in reality the construction announced for this year is less than one-fourth of the mileage provided for in the bill, or about one-ninth of that outlined in red on the government's railway map.

The guaranteeing of bonds for 587 miles of road means the assumption by the province of a liability of nearly eight million dollars. To this must be added an interest charge of 4 per cent. for thirty years. This is a huge liability. What does the government secure in exchange? Practically nothing, an agreement with the railways to construct 587 miles of road by 1912, the standard of which is to be that set by the G. N.R. main line.

In the bill there is not the least mention of government control of rates; nor indeed is there mention of anything else which savors of give and take policy. Hitherto the opinion has been that if a government assisted a railway company to build, it in return should secure concessions. But it has remained for the Saskatchewan government to ignore the practice of other governments. What have the governments of other provinces done? In the early nineties the Manitoba government guaranteed the bonds of the C.N.R. to the extent of \$8,000 a mile for construction, and \$2,000 per mile for maintenance, a total of only \$10,000, and in return secured for 30 years control over freight rates on that company's lines between any point within Manitoba to Port Arthur, and from Port Arthur to any point in Manitoba, and between all points on the company's system within the province.

In 1904 the Ontario government bought the G.T.P. and Huntsville and Lake of the Bays railways, and secured control over both freight and passenger rates on those lines. No secret rebates or commissions were to be allowed, on a penalty of \$500 per day. No person was to be employed on construction work in contravention of the Alien Labor Act. Running powers were to be granted to other roads. In case the G.T.P. was purchased by the Dominion government the subsidy and value of the land grant was to be repaid. As far as possible the rolling stock was to be made in Canada, and road making material for municipalities was to be carried at the "actual cost of handling and carriage."

Compare this with the terms of the Saskatchewan Government's agreement! The Toronto Globe says railways can be built on the prairies for \$10,000. The Saskatchewan government binds itself to give \$15,000 if it is asked, and gets practically no concession in return.

Now is the time when the doctor gets busy, and the patent medicine manufacturers reap the harvest, unless great care is taken to dress warmly and keep the feet dry. This is the advice of an old eminent authority, who says that Rheumatism and Kidney trouble weather is here, and also tells what to do in case of an attack. Get from any good prescription pharmacy one-half ounce Fluid Extract Dandelion, one ounce Compound Kargon, three ounces Compound Syrup Sarsaparilla. Mix by shaking in a bottle and take a teaspoonful after meals and at bedtime. Just try this simple home-made mixture at the first sign of Rheumatism, or if your back aches or you feel that the kidneys are not acting just right. This is said to be a splendid kidney regulator, and almost certain remedy for all forms of Rheumatism, which is caused by uric acid in the blood which the kidneys fail to filter out. Any one can easily prepare this at home and at small cost. Druggists in this town and vicinity when shown the prescription, stated that they can either supply these ingredients, or, if our readers prefer, they will compound the mixture for them.

SHAKE IN A BOTTLE

Advice of Noted Authority Also Gives a Simple Prescription.

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DIST. COURT SITTINGS

The Dates on Which Sittings of the District Courts Will be Held in the Eight Districts as the Province is Divided.

Sittings of the district courts are as follows:

CANNINGTON DISTRICT

Arcoles: On the third Tuesdays of January and April. On the first Tuesdays of July and October. Rodvers: On the first Tuesdays of March and November. Carlyle: On the second Tuesdays of March and November. Stoughton: On the fourth Tuesdays of March and November. Estevan: On the first Tuesdays of June and December. Oxbow: On the second Tuesdays of January and December. Carnduff: On the third Tuesday of February and the fourth Tuesday of September.

MOOSOMIN DISTRICT

Moosomin: On the first Tuesdays of February, April, July and October. On the second Tuesday of December. Whitewood: On the second Tuesdays of April and October. Wolsley: On the third Tuesdays of March, June and October. Esterhazy: On the fourth Tuesdays of January and June. Neudorf: On the fourth Thursdays of January and June. Grenfell: On the third Tuesdays of January and May.

YORKTON DISTRICT

Yorkton: On the second Tuesdays of February and May. On the third Tuesday of September and the last Tuesday of November. Langenburg: On the third Wednesdays of January and June. Saltcoats: On the fourth Wednesdays of January and June. Sheho: On the first Wednesdays of March and October. Kamsack: On the second Wednesdays of March and October. Canora: On the third Tuesday of March and the first Tuesday of June. Invermay: On the first Wednesdays of February and July. Melville: On the first Tuesday of April and third Tuesday of October. Theodore: On the third Tuesday of April and fourth Tuesday of October.

REGINA DISTRICT

Regina: On the third Tuesdays of February, May, September and November. Balgonie: On the third Monday of January and second Monday of June. South Qu'Appelle: On the third Thursday of January and second Monday of June. Indian Head: On the fourth Monday of January and the second Monday of June. Pense: On the fourth Thursday of January and third Thursday of June. Rouleau: On the first Mondays of February and July. Milestone: On the first Thursday of February and second Thursday of July. Weyburn: On the third Tuesday of March and the first Tuesday of December. Seely: On the first Mondays of April and October. Fillmore: On the second Thursday of April and first Thursday of October. Lumden: On the second Tuesdays of April and October. Abernethy: On the third Tuesdays of April and October. Cupar: On the fourth Thursday of April and the third Thursday of October. Strassburg: On the first Tuesday of May and fourth Tuesday of October.

MOOSE JAW DISTRICT

Moose Jaw: On the third Tuesdays of January, March, June, September and November. Morthach: On the second Tuesdays of February and October. Swift Current: On the third Tuesdays of February and October. Maple Creek: On the first Tuesdays of March and November. Craik: On the first Mondays of March and November. Davidson: On the second Thursdays of March and November.

SASKATOON DISTRICT

Saskatoon: On the first Tuesdays of January and April. On the first Tuesdays of July and October. Hatley: On the third Tuesday of March and fourth Tuesday of September. Vonda: On the first Tuesday of April, and third Tuesday of October. Humboldt: On the second Tuesday of February, June and November. Quill Lake: On the first Tuesday of December. Wadena: On the second Tuesdays of March and October. Watson: On the third Tuesday of May. Lanigan: On the fourth Tuesday of May. Wilkie: On the first Tuesday of November.

BATTLEFORD DISTRICT

Battleford: On the fourth Tuesday of January. On the third Tuesdays of March, June, September and November. North Battleford: On the second Tuesdays of February, June and December.

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REGINA EARTH LOOKS GOOD TO The North American Life! This Company, which is solid as the continent, has assets of eight million dollars, and is prepared to lend on first mortgages on good farms in this district. They will insist on your having fire insurance on your buildings. Is your life not much more valuable? Certainly. Then see us at once about a policy that will protect your family and your home. W. D. McBRIDE, Provincial Manager. Northern Bank Offices. P. O. Box 1028.

CHARCOAL BEAVER BRAND. A Better Kindler Than Wood. Quicker Easier Cheaper. PAPER STARTS IT. Quickens your breakfast fire. Promptly rekindles any dead fire in range or grate. Starts your furnace fire without delay. And it does not smoke. Cheap, well yes; just 25 cents for a half bushel bag. FROM WHITMORE BROS. In the Regina Pharmacy. Phone 62. 1719 Reath Street.

HUMPHREY BROS. MAKE A SPECIALTY OF IMPROVED FARMS AND ALSO HAVE A LARGE LIST OF WILD LANDS TO DISPOSE OF NO CHARGES FOR SHOWING LAND INFORMATION FREE. CRAIK SASK.

Radisson: On the second Tuesday of April. On the fourth Tuesday of November. Paynton: On the first Tuesday of July. Lloydminster: On the third Tuesday of February. On the fourth Tuesday in June. On the fifth Tuesday of November. PRINCE ALBERT DISTRICT. Prince Albert: On the first Tuesdays of February, April, June, October and December. Rosthern: On the third Tuesdays of January, May and October. Melfort: On the first Tuesdays of March and November. Kinistino: On the second Tuesdays of March and October. Duck Lake: On the fourth Tuesdays of April and September. Tisdale: On the second Tuesdays of May and November.

ISSUERS OF MARRIAGE LICENSES. Samuel Ferguson, of Moosomin. John E. Vocherost of Eyebrow. W. F. Harrison of Bressayor. B. C. Jacques, of Rouleau. Chas. Sunderland, of Tyvan. Ernest Laycock of Wilkie.

LICENSE COMMISSIONERS. John R. Bunn of Milestone. High Armour, of Regina. E. J. Melicke, of Dundurn. OFFICIAL AUDITORS. Fred Ferguson, of Sealey. F. W. Nicholson of Asquith. Chas. E. Buck of Delisle. H. S. Doan of Halbrite. P. Cragg of Govan. G. G. Barber of Summerberry. R. Meikle Crowe of Windthorst. A. M. Smith of Marshall. H. F. Hedger of Waseca. Wm. Granville of Dupuc. D. W. Patten of Macoun. Robt. Blackmore, of Davidson. H. N. McNaughton of Fertile Valley. A. J. Campbell of Alingly.

REGISTRAR SUPREME COURT. James Mowat, of Saskatoon. CLERK DISTRICT COURT. James Mowat, of Saskatoon. CLERK SURROGATE COURT. James Mowat, of Saskatoon. INSPECTOR OF STEAM BOILERS. Joseph McMillan of Saskatoon. RESIGNATIONS AND RETIREMENTS. Archibald McNab, of Saskatoon, license commissioner. William Mursion, of Kutawa, justice of the peace. Arthur Morley Black, of Paynton, justice of the peace. Minard's Liniment Cures Diptheria.

NOTARIES PUBLIC. John Dixon of Maple Creek. E. F. Stedman of Strassburg. Louis A. Duncan of Estevan. J. J. Currie of Milestone. E. F. T. Brokavski of Battleford. A. J. Boyer of Montmartre. J. O. Robertson, of Griffin. D. M. F. de Tremaudan, Montmartre. O. K. McElhinney of Hanley. John M. Park of Sealey. S. C. Wright of Lang. J. C. Britton, of Outlook. D. D. Macdonald of Eyebrow. P. E. Knowles of Maymont. P. L. M. Koch, of Duck Lake. W. A. Boland, of Yorkton. H. Mortimer Nelson, of Outlook. A. D. C. Carrothers of Regina. J. A. McLaughlin of Cupar. Arthur Roberts, of Wapella. Robert Sansburn of Mideale. H. C. Pierce of Wadena. E. A. McCallum of Regina. J. C. Martin of Regina. A. L. Lagace, of Duck Lake. John C. Carter of Outlook. John Walker of Grenfell. J. A. Mountjoy of Heward. Thos. B. Willey of Saltcoats.

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ASSEMBLY W. The House Prologue to--The Provincial Program--Sessions Secured. MONDAY, JAN. 18. The program of the government with regard to railway grants was announced by the premier yesterday. The lines proposed are: G.T.P. Schedule: 1. A line from a point on the northwestern corner of the Grand Trunk Pacific railway in the vicinity of ship 22 range 6 west of the meridian to Yorkton, a distance of about 40 miles. 2. A line from a point on the northwestern corner of the Grand Trunk Pacific railway in the vicinity of ship 22 range 6 west of the meridian to Regina, a distance of about 110 miles. C.N.R. Schedule (first): 1. A line from Craven on the northwestern corner of the Qu'Appelle Lake and Saskatchewan thence in a generally northwesterly direction to Last Mountain, a point on the Prince Albert and Canadian Northern Railway, a distance of about 40 miles. 2. A line from a point on the northwestern corner of the Grand Trunk Pacific Railway between Ayer and Davidson, thence in a generally northwesterly direction to a junction with the branch of the Canadian Northern Railway in or near range the third principal meridian, a distance of about 120 miles. 3. A line from a point mentioned in paragraph 1 and part of this schedule in a southerly direction to Souris coal fields near Regina, a distance of about 25 miles. C.N.R. Schedule (second): 1. A line from a point on the northwestern corner of the Grand Trunk Pacific Railway, thence in a generally northwesterly direction to a point near range 17 west of the principal meridian, a distance of about 185 miles. 2. A line from a point on the northwestern corner of the Grand Trunk Pacific Railway, thence in a generally northwesterly direction to a point near range 17 west of the principal meridian, a distance of about 185 miles. These schedules provide for a total of about 590 miles of road, which about 1909 will be built by the Grand Trunk Pacific, the balance by the C.N.R. The end of the year at