

The West

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CALDERISM

Mr. Calder has been at Rosetown. Rosetown is the centre of a thriving community recently tapped by the Saskatoon-Calgary branch of the C.N.R. In new communities, no matter how intelligent the populace, there is little opportunity or time for the study of public questions.

Mr. Calder speaks of the land question as being a dead issue. He glories in the fact that the Federal Government have allowed their share of the land to remain in this province. One would judge by Mr. Calder's statements that Sir Wilfrid had the power to remove it and leave a gloomy void and that our heartfelt gratitude should be offered Scott and Calder for interceding with the omnipotent federal leader and preventing such a catastrophe.

Table with 3 columns: Area, Revenue, and other financial data for various provinces and territories.

Mr. Calder deceive the people. No more contemptible deception was ever practised by a public man. This is a sample of Calder's personal exemplification of his famous Rosetown axiom, "Honesty in Politics is as Essential as Honesty in Business."

Railway Building. During the year 1908 before the adoption of the government's election railway policy, there was constructed in this province 718 miles of railway. The adoption of the "progressive railway policy" resulted in a decrease in the new railway mileage of 396 miles in 1909.

Railway Rates. In another article we dealt with the control of rates but here we would point out a few Calderisms. He says the province had no opportunity to control rates as the lines were built under federal charters. Why did the government not insist on the railways securing provincial charters? There was no necessity of guaranteeing bonds on the main lines and why did the government not insist on the control of branch lines?

The Elevator Question. Dealing with the elevator question, Mr. Calder attempted to excuse the delay caused by the government's refusal to accept the resolution submitted by the Opposition in June 1908, calling for a commission. It was not until two years afterwards that this progressive government took the step in this matter.

School Grants. During the last session of the legislature the school grants were cut on an average of about 30 per cent. The Opposition protested and moved an amendment against this reduction which was voted down by the Scott-Calder party. Mr. Calder attempts to justify his course by quoting, from a speech delivered by Mr. Haultain in Indian Head. But he did not tell the people that Mr. Haultain was speaking of the conditions prevailing under the Territorial regime, when our growing population was hampered by inadequate financial assistance from the federal government.

The three sources by which our farmers greatly benefit are all crippled by the want of foresight on the part of Calder and Scott in accepting ruinous financial terms. They bartered the future of the province for power for themselves. Mr. Calder says that the new act is intended to aid the new schools. Here are examples of schools organized two years ago:

Table with 3 columns: School Name, Old Grant, New Grant. Lists schools like Marland, Percival, Avonmore, Metz.

Does this look like helping the new schools? If the autonomy terms were so generous why have the school grants been reduced? If the government has a surplus why do they not spend it in assisting the public schools, the most important institution in any country?

What He Concealed. There were many questions that the Minister of Education neglected to discuss with his Rosetown audience. The audience would have welcomed a discussion on the hall insurance problem, the securing of the school lands for the province, the university land grant and such questions of administration as the notorious capital deal, the road grant scandal, the "North Pole" outrage, Premier Scott's land deal, the bogus voters' lists, the partisanship of civil servants.

"Irresponsible Politician". Mr. Calder took advantage of the occasion to make reference to one of the members of the Opposition, whom he designated an "irresponsible politician." What must Mr. Calder be when that "irresponsible politician" defeated him in Milestone, which has an electorate whose intelligence and integrity is unsurpassed in the province. That same "politician" has in business life earned himself a place amongst the foremost while Mr. Calder's career has been one of a petty hanger-on of successful political leaders.

EDITORIAL NOTE. Dan Mann Calder. William McKenzie Scott.

Watch Calder's 1909 surplus disappear before the legislature meets. What Dan and Bill left, the government gave to Hayes. The people got the rest.

"Honesty in politics is as essential as honesty in business" - Hon. Jas. A. Calder. And everybody smiled.

British Columbia and Manitoba have control of railway rates. In this province the railways have control of the government.

Calder says the railway commission has control of rates. Frank Oliver and Walter Scott in the House of Commons argued against this theory. Has Scott converted Calder or vice versa?

Mr. Calder says that on the first day of March, the province of Saskatchewan paid in full every obligation and had a surplus of \$361,000. We will accept his statement when we see the reports next session of the legislature.

The article on the railway legislation is held over until next issue. This article deals with the control of rates and especially the control exercised by the Railway Commission, which was used by Mr. Calder as a blind for the government's surrender to the railway companies.

MR. CALDER AT ROSETOWN

At Rosetown recently Hon. Mr. Calder derided the Opposition as being a party without a policy. He charged that it maliciously misrepresented the state of the Provincial finances, misstated facts, and in general spread abroad "fairy" tales on matters relating to Provincial politics.

So Mr. Haultain and his followers are without a policy! Surely Mr. Calder will admit that on the land question they have a policy, for he spends much time in opposing it.

What of the elevator question and the attitude of the Opposition towards it? There is but one party in this province that has a policy on it; that party is the Opposition. Its policy is Government owned and operated elevators under the control of an independent commission. On this question it is the Government that it without a policy. It is further to be noted that Mr. Haultain was the first political leader in Canada to introduce Government elevators into the arena of practical politics.

The Opposition has no policy! What of Hall Insurance. In season and out of season the Opposition has championed Government Hall Insurance. The Scott Government abolished that system.

On the important subjects of grants to schools and agricultural societies can it be truthfully said that the Opposition has no policy? The records of the Legislature show that the Opposition strenuously opposed reduction of these grants. Truly Mr. Calder utters a "fairy" tale when he says that the Opposition is without a policy. Had he said this in old settled portions of the Province he would be laughed to scorn. It is significant that he chose a newly settled portion in which to vent his derision.

In his remarks on the land question Mr. Calder seems to have been particularly sarcastic. Nor is that surprising. The mere mention of that topic brings up before him unpleasant spectres in the form of extracts from old speeches in which the Provincial Treasurer has spoken depreciatingly of the value of the lands of the Province. Hence that which he cannot down by argument he attempts to dispose of by ridicule.

Strangely Mr. Calder condemns the administration of the swamp lands of Manitoba by the Roblin Government charging that it has sacrificed the heritage of the people. Queer language this for a man who but five months ago was negotiating with that Government with a view to having conferred on it, and the other prairie Governments, control of the school lands. Will Mr. Calder contend seriously that the Roblin Government has administered the swamp lands of Manitoba with less regard to the public interest than the Dominion Government has administered the public lands in Alberta and Saskatchewan? Whatever Mr. Calder may say he is confronted by the fact that from her swamp lands alone Manitoba received \$150,000 more last year than Saskatchewan will receive this year from the whole of the public domain. Nor does this amount include what Manitoba received from the school lands.

The Provincial Treasurer asserts that is an "old fairy tale" to say that the Province only receives \$375,000 a year in lieu of lands. He knows full well that on March 31st of this year the Province will not receive a larger sum than this in lieu of lands. True, for five years, from September 1st, 1905, it receives \$93,750 annually as a grant for public buildings; but that is only a temporary arrangement. The point to be remembered is that until population reaches 400,000 the Province only receives \$375,000 a year in lieu of lands. But this financial juggler represented to the people of Rosetown that the Province received \$545,152.38 last year "on account of lands," as The Leader has it. Note the phrase—"on account of lands." It is on these particular words that the juggler works. This amount is made up from three sources: the land subsidy, the public buildings grant and the school lands fund payments. In including the last mentioned payments in the land revenue Mr. Calder must have presumed on the credulity of his hearers. No person knows better than he that the moneys received from the school lands have nothing whatever to do with the land terms of the Saskatchewan Act. The land subsidy is \$375,000 a year; and any attempt to make it appear to be \$545,000 is base deception, even though the attempt be made by a Cabinet Minister. The school lands trust was created in the 70's; the subsidy in lieu of lands was fixed in 1905.

It is observed that Mr. Calder now speaks of the school lands fund as a splendid endowment; but only last fall he was of the opinion that the revenue therefrom was so small that he had practically concluded arrangements with the Governments of Manitoba and Alberta to demand provincial administration of this fund. Why? Because the Governments of the prairie provinces were not receiving sufficient from it. So sudden a change in opinion suggests that "irresponsibility" for which Mr. Calder derides others.

Being Minister of Railways Mr. Calder takes much pride in the railway policy of the Government. With swelling bosom he points to the increased mileage during the last four years and six months. Of course the Government is directly responsible for all this. Honor to whom honor is due, and by all means let the Scott Government have what credit belongs to it, but only a moment's reflection will show that only a small portion of the mileage added since 1905 has been due directly to the policy of the Government. The railway policy was not announced until July, 1908, and was not embodied in legislation until 1909. What was the immediate effect? Instead of immediately increasing the construction mileage that year over previous years, it was found to have had a contrary effect, less mileage having been constructed during 1909 than during the previous year. The figures are: In 1908, before the railway policy there was constructed 713 miles of track, while in 1909, under the railway policy the new mileage was only 518.

Control of railway rates is a subject of great importance, and the people are much disappointed that such control over the lines aided was not secured. And what is Mr. Calder's excuse? He says that the lines are Dominion lines, built under Federal charters, and that consequently the control of rates lies with the Railway Commission. If Mr. Calder is correctly reported in the Leader, then his remarks on this point are transparent misrepresentation. All the lines are not "Dominion lines built under Federal charters." The Saskatchewan, Midland and the Saskatchewan North-Western are not Dominion companies. They are subsidiary companies of the C. N. R., incorporated by the Provincial Legislature, and will remain under Provincial control until after amalgamation with the C. N. R.

Admitting for the sake of argument that the Railway Commission has control of rates, what solace is that to the people? It does not in the least palliate the gross negligence of the Government in failing to provide for stated reductions in rates, which is the chief point. But Mr. Calder further states that in his opinion it was well to leave the control of rates in the hands of the Commission, and he adds that any way the Province has no power to assume control of rates on railways built as Federal enterprises. This is tantamount to saying that it were better to leave control of rates with the Commission than to make control of rates by the Provincial Government one of the conditions of the agreement between the companies and the Government. Merely to state a proposition is to show its utter absurdity. The Government had power to demand control of rates on a large portion of the mileage guaranteed; for as has been pointed out a portion of it is being constructed under Provincial charters. But as far as the lines built under Provincial charters are concerned, the Government actually made it one of the conditions of the guarantee legislation that the lines of Provincial incorporation should first pass out of Provincial control (amalgamate with the C. N. R.) before the guarantee would be given. Thus, after having driven Provincial lines out of Provincial into Federal jurisdiction Mr. Calder goes to the people of Rosetown and says: "The Province has no control of rates in the case of railways built as Federal undertakings."

In saying that it would be well to leave entire control of rates with the Railway Commission Mr. Calder maintains that such control is preferable to control by the Provincial Government. In this he sets himself against the opinion of all the provinces, excepting Saskatchewan and Alberta, that have aided the C. N. R. Manitoba, Ontario and British Columbia have guaranteed C. N. R. bonds, and in return have received, not only general control of rates, but in certain instances specific reductions. Saskatchewan has neither. British Columbia has bound the C. N. R. to accept as final the decision of the Judges of the Provincial Supreme Court in the matter of rates. The Government could have secured control over rates on all the lines aided if it had insisted, as the British Columbia Government did, that they should be built under Provincial charters and not withdrawn from Provincial control.

Mr. Calder is very much annoyed because the members of the Opposition don't accept his statements respecting the finances of the Province. He charges them with deliberately distorting facts. These are strong accusations from the lips of a financial juggler such as he. To compare the scanty revenues of the old Territorial Government with those of Saskatchewan today is merely begging the question. Under the old order of things there was not the population nor the governmental organization that exists today. On the other hand, if the revenue has increased so has the expenditure, and so have the liabilities. The Territorial Government could not raise money on the public credit; but the credit of Saskatchewan today stands pledged to the extent of nearly \$50,000,000 for the public debt and guarantees for principal and interest on railway bonds.

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THE H... C.N.E. Pass... Track... and Fire... Six Pass... The Cana... Saskatchewan... night left the... ten miles for... explosion six... Sunday, and... were totally... The train... travelling at... tender of the... the track, tak... baggage car, l... class cars, l... and sleeping... For a short... passengers re... had occurred... car were for... of what had h... ing at the ca... Immediately... Conductor Fr... of a farmer's... the city, notif... arranging for... crew to the... Gas... During the... elapsed betwe... ing and the c... city, the scen... come transfor... nor. By some... tained, gas co... the tank of... and without... flames burst... the car. The... left the cars... sleeper, were... the surround... the wrecked... fanned by the... the first class... nothing could... roar of the fi... consumed the... it was at t... most serious... cured. The... the first class... gas tank o... out warning... blown to atom... had cleared a... specting passen... banks to wiff... cars were fou... ly burned by... that emerged... ploded. Of the car... but a mass of... the woodwork... splinters, port... 300 yards aw... add to the hor... the dining car... ed to the whee... any explosion... For a few m... were to overc... it all to do an... helplessly arro... order w... chaos, and th... injured. It w... the passengers... but that six... burns. The lit...