

**THE WEST**

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**THE MANAGER,**  
The West Company, Ltd.,  
Regina, Sask.



WEDNESDAY, July 17, 1907.

**Help the Fair**

The tocsin now is—"Help the Fair."

It will be only a short step from the Regina Fair this year to a Provincial Exhibition in 1908. Think of what this will mean to Saskatchewan. This will soon be the greatest agricultural province in the Dominion, and it is meet that we should exploit our resources at a provincial exhibition. Regina city has spent more money during the last couple of years in Exhibition buildings than all other places in the province together, and this is the only place that can provide facilities for a great fair for a few years at least. The foundation for a Saskatchewan fair is being laid this year, and the thousands of people who will assemble here this season will not be disappointed.

The board of directors are working night and day to make the fair a success, and they are actuated alone by the public benefits that will accrue from their labors. They are not grumbling at all but they would like to feel that the whole country is backing them up in their work. Every farmer within a large radius should be an exhibitor and get in the running for the money. Everybody can't win, but it is so annoying to hear comments at the fair to the effect, "I wish I had put in an exhibit in this class, I can beat that easy." Who has not heard such remarks in the past? What we want this year is for everyone to bring the best they have, and don't leave the entry to the last day, for the secretary is bound to be the busiest man at the exhibition.

The program of attractions will be unexcelled in the Canadian west this year. When you are coming to be entertained by the management, then why not prepare to help out the fair by bringing as many exhibits as possible.

**Alberta Saw Trouble**

The Alberta government went too far in assuming that the Autonomy act is good law before a test case was taken. They decided the province had no right to bring in legislation similar to that passed by Saskatchewan, nationalizing the high schools and limiting the separate schools privileges to primary education.

Whatever may be said of their consistency, the Scott government either walked blindly into a constitutional trap or they acted on the opinion of Mr. Sifton as expressed at the recent banquet by Mr. Scott when he said:

"Mr. Sifton's objection against the first education clause was mainly that its effect would carry a sectarian division in education up through high or secondary schools and on through to the university. He resigned in protest against that clause. I had abundant opportunity of learning Mr. Sifton's innermost views on the question."

The point however about Mr. Scott's argument and Mr. Sifton's opinion is that they do not recog-

nize the difference between the high schools and the university. The North-West Territories Act made no reference to a university, but it did provide for high school work in both public and separate schools. Mr. Sifton's view was well taken with respect to the university and the first draft of the autonomy act no doubt included the university as stated by Mr. Scott, but the second draft did not specify that the province would remain free to separate high school work from the separate school curriculum. The autonomy act conferred on the separate schools all the rights and privileges which they enjoyed previous to the passage of the Saskatchewan act.

The West believes in the principle of the Scott government legislation, but we do not see how this legislation can be defended by those who claim that the Saskatchewan Act is good law. We believe that the Autonomy Act is bad, and that the principle of the Secondary Education Act is all right. We are in a different position, however, from Mr. Scott, who may yet be driven to the point of arguing that the Saskatchewan Act is bad so that he may be able to uphold the legislation of his own government.

Premier Rutherford evidently did not understand Mr. Sifton as Mr. Scott did, for the Alberta government came to the conclusion that either the Autonomy Act was bad or the province could not go as far in educational freedom as Saskatchewan has gone, and the government in the sister province decided to stand by the Autonomy Act and they therefore avoided constitutional trouble over secondary education.

Until this important question is disposed of the public will ask who is right, Alberta or Saskatchewan?

**The Conquering Hero**

Hon. Richard McBride, premier of British Columbia, returned on Saturday to Vancouver to receive from people representing all shades of politics a hearty welcome and a well done good and faithful servant.

Mr. McBride went to the foot of the throne with the appeal of the people of his province for provincial rights and he won. He could have been conciliatory and have made the provincial conference of premiers at Ottawa a very peaceful affair, but he could not afford to compromise, and he didn't. He stated certain terms was turned down, and left the conference. He was laughed at by a certain class; criticised by some of his political friends in other provinces; but he knew what his people demanded of him, and the time came for him to show that he was no puny politician. He heard nothing but the people of British Columbia demanding justice, and he heeded nothing else. The actions of Mr. McBride has helped the provincial rights cause in this province, and we are stronger today by reason of his noble stand at Ottawa and his heroic fight in London.

**Begging Coal**

With some reluctance Mr. Scott has condescended to ask the Dominion government to reserve the newly discovered coal deposit in the Eagle Lake district for Government operation if found necessary in the interests of the people.

Gradually, but without fail, the people who gave away our birthright for a mess of pottage are forced to recognise the folly of

the autonomy terms, and this going to Ottawa begging for coal is no exception in this respect.

Mr. Scott's change of front is no more interesting than the position of the Federal Government which voted down at the last session the following resolution moved by John Herron, member for Alberta:

"That coal lands owned by the government of Canada should only be alienated under such conditions and subject to such regulations as will provide for immediate supply of coal adequate at all times to the requirements of the people, and at a reasonable price; and that in respect of coal lands already alienated, legislative provision should be made for such control and regulation in emergencies as will prevent loss and suffering to the people of the West."

**How It Works**

We contended when the Lord's Day Act came into force that it would not work out with regard to railway operation in the West, and we find from the special report of A. F. Dillinger, Dominion Government railway expert, that the Canadian Northern has its power of operation crippled to the extent of twenty-one per cent. Mr. Dillinger's report concludes:

"The effect upon the power of the company (i.e., the Canadian Northern), to receive, carry and deliver traffic without delay, in compliance with the provisions of the Lord's Day Act, will, in my opinion, mean a loss of 21 per cent. per week, or, in other words, the company will move only 79 per cent. of its capacity during the week."

Those who insist on absolute observance of the seventh day must realize that during the fall and winter any legislation that hampers railway operation to the extent mentioned is not in the public interests, and while the motive may be good, the result is far from satisfactory from any standpoint.

**PRESS COMMENTS**

(Toronto News)  
The railway commission has taken up the question of railway equipment and in the time we may expect an authoritative pronouncement on the whole subject. The lamentable breakdown of the Canadian Northern caused the board to begin with that road. About the middle of April Mr. A. F. Dillinger was directed to investigate its management and equipment. He spent about two months at the work, and is now examining the Canadian Pacific. In a way it is unfortunate that the investigation should have begun with the least typical of our railways. The Canadian Northern is not an established line which simply has to keep abreast of the times, but a new road which has at once to create its whole plant, and to meet the needs imposed by the current expansion of traffic. The facts revealed by Mr. Dillinger's report of the Canadian Pacific will tell us more of the general condition of the Canadian railways; and then, it is to be hoped, we shall hear about the Grand Trunk's Ontario breakdown of last winter. On the other hand the Canadian Northern has aroused a great deal of public complaint, and has pursued what must be described as at least a venturesome policy of adding to its mileage while far behind in its equipment. Mr. Dillinger's report is a severe document as could well be imagined. During the year from April 1906, to April 1907, he states, the Canadian Northern has failed in the following public services:

1. In furnishing at terminals and stations, adequate and suitable accommodation for the receiving and loading of the traffic offered.
2. In furnishing adequate and suitable accommodation for carrying, unloading and delivering such traffic.
3. In furnishing and using all proper appliances, accommodation and means necessary for conducting its traffic; in other words in maintaining a proper operating system.

These may be described as the general findings. In more specific terms he states that the company has failed in that it has not furnished "the requisite number of cars to move the freight offered for carriage," and also in that it has shown "inability to utilize to the best advantage even the motive power the company has."

- The causes, in Mr. Dillinger's opinion are:
1. The lack of motive power and cars to move the traffic offered.
  2. The need of additional facilities—such as round houses and repair or machine shops at different points on its system—properly and expeditiously cared for cars and locomotives.
  3. The severity of the winter.
  4. The want of proper equipment to keep the tracks clear from snow during the winter months.
  5. The complete absence of systematic organization in the operation of its system.
- That is not the utterance of an irresponsible newspaper—newspapers usually are "irresponsible" when they are telling unpleasant facts—not the outcry of an exasperated western Board of Trade. It is the deliverance of a government engineer, a competent man, assigned by that careful body, the Board of Railway Commissioners, to investigate and report. It is not a hasty utterance, for it comes after two months' work, and was completed so late as the middle of June. It is a verdict for the plaintiff, with costs.

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Leaving Mr. King out of the discussion, it is an unfortunate fact that whenever a young man does stick up his head in Canada and attains or tries to reach an important office, it is his age that becomes the subject of comment, and usually of uncomplimentary comment.

It is widely regarded as impertinent for him to deem himself qualified for anything but a subordinate position—and so very strong has the prejudice become that very few young men are able to overcome it and fight their way to the front before they have passed middle life.

(Continued on page 5.)

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**PEN SKETCH OF Mc**

At the dinner given Greenwood, M.P. in L. Canadian ministers, T. was a guest, and in his paper M.A.P., he gave pen sketch of the premier Columbia:

"And now to that interesting little dinner Mr. Greenwood gave the it was to the minister provinces of his native Canada may think that you had the powerful personalities when you have known Laurier, Sir Frederick B. few others of whose name been reading in the news are quite mistaken. many legislatures in each province has besides, its own cabinet, minister and all other we have in our cabinet a not run away with this means there are too Hamlets and too many Canadas. For Canada occupies amount of the space America than do the United States."

"I allude to this Canada because it brought home more than I realized its tremendous heritage fit to be in that country. The most stagers before the possibilities of Canada's sat next to Mr. McBride, minister of British Columbia you have an excellent speaker provincial ruler of Canada build their men in those provinces—at least, the men on the front on large lines. Bride, is, I should say, over his face, still looking alive in his freshness, with a fine dark eyes, the mobile the speaker in that country, like this when you begin what a Canadian province what are the duties and roles of a prime minister."

any idea of the extent of B. Columbia? Well here is what quote from Chalmers' Gazette "In this colony there are so biggest mines in the world are boundless tracks of virgin There are millions of acres for the ploughs and the stish arms behind them. A population is only a quarter million."

"Mr. McBride is here in with the business of his co and the Dominion government been carrying on a very po very resolute fight for years contribution of Mr. McBride vince to the expense of at tion, and I should think that subtle and suave Sir Wilfrid am told, conceals under his eighteenth century French will of iron—I should think Sir Wilfrid would have all cut out for him to beat the Columbia giant with his wit also underneath an agreeable er. Perhaps I look upon the with some additional inter the fact that Mr. McBride is of Ulster parents, and I rec him some of the sturdy qua that robust and self-assertive

**PRESS COMMENT**

(Continued from page

Only the other day the content of an American newspaper Canada as a country men. Of course his criticism treme, and of course it was in his turn, but there was deal more truth in it than pleasant reading for the Canadian.

We look upon England as a conservative and cautious—land, for centuries, has entrusted most important public young men who had given of possessing unusual capacity, a British example that Canada have followed, long ago, w—but unfortunately, it is an that Canada shows less and sive to follow.

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