The West

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WEDNESDAY, DEC. 30, 1908.

Our North Land

There is a big back country north of Edmonton that will some day be filled with settlers. As yet, however few people outside of Saskatchewan are aware of the immense territory north of Prince Albert. This past autumn the government had a party making Indian treaty payments throughout this district, and some of the discoveries made are startling. Prince Albert is as far north of the International boundary line as Cobalt is north of Toronto. The farthest point touched by this party was Lac du Brochet, at the north end of Reindeer Lake. This is about four hundred miles north of Prince Albert and seven hundred miles north of the international boundary. Here Mr. W. J. McLean of Winnipeg, the head of the party, was surprised to find potatoes growing. Lac du Brochet is four hundred miles north of Prince Albert. Four hundred miles north of Cobalt would land the traveller in the middle of James Bay.

At Pelican Narrows, two hundred miles further south, Mr. McLean found a garden filled with corn, carrots, beets, onions, cabbage and cauliflower. Still further south at Cumberland House and the Pas, gardens were a matter of course. Farms were found at a distance of seventy miles north of Prince Albert, while the country is rich in minerals. Mr. McLean noted indications of copper, silver, iron and mica. At Lake la Ronge there have been recent discoveries of gold, and a rush is expected next spring. Water powers were passed which would supply a great city with power, and for a good part of the way the journey was through spruce timber. It is evident that north of Prince Albert there is a country second only to the Mackenzie and Peace River valleys.—Toronto News.

Why these people must be all crazy, our own Jim Calder says the country north of Prince Albert is practically valueless!

Expensive Folly

The scheme to give away the Intercolonial or to lease it—presumably for nothing—to a syndicate of Maritime province men is a serious reflection upon the management of the line. It is also a commentary upon the action of the administration in refusing an offer made five years ago for the transference to the government road of business now destined to pass to another railway. When, in 1903, the Grand Trunk sought the right to build into the west Mr. C. M. Hayes wrote the government seeking a charter and a small subsidy.

He declared that if parliament would give the Grand Trunk power to build from North Bay to the Pacific coast the company would enter into a contract to treat the Intercolonial as the eastern section of the proposed transcontinental. Thus there would be an all-British railway and the government line would be part of it, receiving large revenues from the new business it would secure. It is of course, known that the Intercolonial joins the Grand Trunk at Montreal, and that an interchange of traffic at that point would be quite easy. The proposal of the railway company was unfortunately rejected by the Ottawa government. Instead of protecting the publicly owned road, and ensuring for it more business and more profit, the Administration devised the far away north line from Winnipeg to Quebec and a second line from Quebec to Moncton paralleling the Intercolonial for some 500 miles. Under the policy that was adopted many unfortunate results are being reaped. In the first place, the Grand Trunk Pacific, which will come to North Bay, notwithstanding the attempt of the government to prevent it reaching that point, is under no obligation to give a single pound of freight to the Intercolonial at Montreal. It can do business via Portland, Maine, and if it wishes to reach our own Atlantic ports it can go by its own line to Levis and to Moncton. In the second place, the opportunity to make the Intercolonial a paying property has been sacrificed. We were losing money on that railway at the time the Grand Trunk Railway made its proposition under which the situation might have been changed for the better. Yet the government, not content with rejecting the Grand Trunk offer, actually bonded itself to build for the use of the Grand Trunk a line which parallels the Intercolonial between Quebec and Moncton. We are to pay twenty or thirty million dollars for this railway, which robs the Intercolonial of business which it might have had, and of business which it already has, and the consequence must be an addition to its deficits.

We own a railway in the east, in the operation of which we lose money. A great railway company says: "Give us a charter into the west, "and we will make your railway a "source of profit to you by giving "to it our eastern business." We at once decide adversely to the proposal. We refuse to accept the new business, and we actually build another line to do the business which the Grand Trunk wanted to give us. This second, or competing line, now threatens the life of our own property, and now our wise government or its friends, are talking of giving the crippled road away.—Mail and Empire.

After Bourassa

Mr. Henri Bourassa, who has been before the public of Canada for some years and during the past few years has been among the Liberals who developed opposition to Sir Wilfrid Laurier made the charge at a political meeting held in the province of Quebec last week, that Sir Wilfrid had made an attempt to get him back into line. Mr. Bourassa claims that Sir Wilfrid promised to secure acclamations for Bourassa, Lavergne and Laflamme if they would consent to enter the Dominion house as his supporters.

It is not probable that Mr. Bourassa would concoct such a story for pure devilment, and although it is probable that Sir Wilfrid will deny it, yet judging from the character of Mr. Bourassa, we may fairly judge his version to be correct. This is only another instance which goes to show that the government were leaving no stone unturned to secure their re-election. Mr. Bourassa and his Nationalist following is becoming a strong factor in Quebec politics.

"My youngest boy, 3 years old, was sick with fever last June, and when he got better the doctor prescribed *Scott's Emulsion*, and he liked it so well that he drank it out of the bottle, and is now just as plump and strong as any child of his age anywhere . . . two bottles fixed him O.K."—MR. JOHN F. TEDDER, Box 263, Teague-Freestone Co., Texas.

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ALL DRUGGISTS

Mr. Tedder has just written us another letter about his brother-in-law's children. Let us send you his letters and other information on the subject. A Post Card, mentioning this paper, is sufficient.

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Editorial Notes

Happy New Year to all!

Now it is the Hon. A. P. McNab!

University or nothing, was what Saskatoon asked for. Now, which have they got?

Here's to Mayor Williams and may he make good his pledges to give the city good economic government!

Will J. W. Smith be doing his duty to his beloved city if he accepts that small honorarium when he considers how hard it is for the people to scrape up their taxes?

Says the governor of Alberta to the premier of Saskatchewan: "I'd like to come back into Saskatchewan politics again." Says Walter, "I'll see what Laurier has to say."

The Christmas sentiment must have prevailed with great force at Saskatoon when the electors gave such a magnificent Christmas box to A. P. McNab. Truly some men have greatness thrust upon them!

So Walter Scott's organ is still going to give the people of Saskatchewan railways! Must be more of the paper kind. Perhaps the organ has got an order for a few thousand more maps? We hope the artist does not forget to mark that one for Maple Creek.

Before Canada sells the Intercolonial or hands it over to some company to operate it would be well to try having the road operated by an impartial commission for a year. The reducing of the staff of employees and a reduction in the dead-head freight and passengers would make a big difference in the appearance of the balance sheet at the end of the year.

Press Comment

(Toronto Telegram)

Canada's Intercolonial Railway must traverse at least thirty-five constituencies between Montreal and Moncton.

Every government member for a constituency on the Intercolonial right of way is a joint manager of the road.

A deficit, "vaster than has been," is now to be added to the sum total of this country's experience with the Intercolonial.

The size of this deficit might be explained by circumstances related to the needs of the recent campaign in the maritime provinces. Chief among these circumstances may be numbered the facts that the Intercolonial in 1908 had to carry New Brunswick in addition to the usual tonnage of dead head freight.

(Bystander in Toronto Sun.)

Politics in England have taken a curious turn. In the house of commons the Conservative opposition, led by the helpless substitute of Mr. Chamberlain, is perfectly powerless, but the Conservativism—perhaps it would be more correct to say the Moderatism—of the country has rallied around the House of Lords. That Moderatism was strong, and that when its fear was roused by threats of extreme radical legislation, it would find a way of exerting its force might have been divined, and the Liberal government did not show wisdom when it at once assumed an almost revolutionary attitude. The Radical majority in the commons will now have to take its line. Probably it will appeal to the country by an early dissolution. An attempt to turn the flank of the house of lords by saying that it is constitutionally incapable of dealing with money bills will avail little, if, as appears lately, Moderatism in the country is really strong, and stands by the Moderatist House. If it were a case of initiating bills by the Lords something might be made of the point, but it is only a case of rejection.

(Winnipeg Tribune.)

The recent remarks of the Dominion Minister of Railways, touching the Intercolonial railway, coupled with the persistent rumors that come from the capital, to the effect that the government proposes to hand over the Intercolonial railway to some private company, are calculated to create a feeling of uneasiness with regard to the future of the national railway. There has always been an element in the cabinet to say nothing of an element outside the cabinet, but which exerts an important influence in favor of getting rid of the Intercolonial. From time to time it is represented as "Canada's White Elephant," and all sorts of misrepresentations are resorted to to discredit the enterprise and prepare the public mind to acquiesce in its sale. While other countries, including old England itself, are moving steadily in the direction of public ownership, Canada alone pursues a reactionary policy. Grave and all as the blow struck at public ownership by the Grand Trunk Pacific deal, it was not as bad as would be the results flowing from the disposal of the Intercolonial.

When Mr. Emmerson was minister of railways a year or two ago, he announced that the Intercolonial was a most valuable national asset with which the people would never consent to part. The Intercolonial has shown a surplus about eight out of the past twelve years of its operation, and when the frightful political management to which it is subjected is borne in mind, and when it is remembered that the freight rates on the Intercolonial are less than one-third the rates charged private owned lines in Canada, it will be seen that it is not such a "white elephant" after all. As a matter of fact, if the Intercolonial were only managed on a sane commercial basis (as it ought to be if the government would put it into the hands of a commission as in New Zealand) the road would be found to pay handsomely. But the enemies of public ownership in Canada will never be satisfied until they have destroyed the one hope of demonstrating the advantage of public ownership, by getting rid of the Intercolonial.

Want Seed Grain Samples.

The Board of Trade is anxious to secure the best possible samples of all grains grown in the Regina district. Any farmers who have an extra good sample of any kind of grain would confer a favor by sending a sample of the same to the secretary of the Board of Trade, who will be glad to pay for the same. The grain will be exhibited in suitable cases, and the name of the farmer who grew it and the location of his farm will also be given.

Any farmers who have seed grain for sale might find this a good means of bringing them in touch with buyers, and should state price and amount they have for sale. 38-39

GOOD HOME RECIPE

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Get from any prescription pharmacist the following:

Fluid Extract Dandelion, one-half ounce; Compound Kargon, one ounce; Compound Syrup Sarsaparilla, three ounces.

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Some persons who suffer with the afflictions may not feel inclined to place much confidence in this simple mixture, yet those who have tried it say the results are simply surprising, the relief being effected without the slightest injury to the stomach or other organs.

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A druggist here at home, when asked, stated that he could either supply the ingredients or mix the prescription for our readers, also recommends it as harmless.

A converted cowboy once gave this very sensible idea of what religion is "Lotsof folks that would really like to do right, think that servin' the Lord means shoutin' themselves hoarse praisin' His name. Now, I'll tell you how I look at that. I'm workin' here for Jim. Now if I'd sit around the house here, tellin' what a good fellow Jim is and singin' songs to him, and gettin' up in the night to serenade him, I'd be doin' just like what lots of Christians do; but I wouldn't suit Jim, and I'd get fired mighty quick. But when I buckle on my straps and hustle among the hills and see that Jim's herd is all right, and not sufferin' for water and feed, or bein' off the range and branded by cattle thieves, then I'm servin' Jim as he wants to be served."—Selected.

The Manitoba Grain Growers will hold their annual convention at Brandon, commencing January 19th.

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