The West

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UNION LABEL

WEDNESDAY, MAY 11, 1910.

A GREAT KING IS DEAD

A mantle of gloom enshrouds the British Nation. The great peacemaker and strong man of the Empire has ceased to wield the sceptre, a loving monarch and adored ruler is no more. All nations join with Britons in mourning the loss of the most dominant personality for the world's peace and progress. Beloved by his people and revered by other nations, his death is felt and mourned by all.

At a time when at home, conditions demand his diplomacy and firmness, abroad the hand of this great monarch more necessary than ever, the great peacemaker is called. His death makes us realize the wonderful influence and power which guided the destinies of the Empire and which preserved the peace of the world. Great as the world thought, his death has brought a realization of his necessity to the Empire and to the world.

His diplomacy secured for his beloved Empire security and peace. Enemies of centuries were made fast friends, and friends firm allies. Within the Empire, though hedged round by constitutional restrictions, without visible interference, he did much to lessen the bitterness of factions, and safely guided the state through difficult situations. He knew his people and guided by the highest sense of patriotism he worked for the betterment of them and the Empire.

Many a name has been conferred upon Britain's sovereigns by the people, but no greater was ever given than that of Edward, the Peacemaker. Only a brief reign but great that it should have earned for the ruler such a title.

THE SESSION'S WORK

In response to a request, the Hon. R. L. Borden has given a summary of the work of the last session, one of the most important in recent years. Mr. Borden deals with the session as follows:

The occasion permits only of the briefest reference to the past session. Its outstanding features were the Government's naval policy, the tariff negotiations with the Government of the United States following the ratification of the French treaty, and the admission of the Government as to the enormous and ever-increasing cost of the National Transcontinental Railway.

The Government refused immediate and effective aid to the naval forces of the Empire, and pressed through Parliament a measure providing for a navy which could not take its place in the battle line of the British fleet, and which in the event of war, will take no part in defending the Empire from attack or in protecting British commerce unless and until the Government passes an Order-in-Council to that effect. This provision, according to the Prime Minister, was necessary in order to preserve our autonomy, to which the Hon. C. J. Doherty fittingyl replied that under such a policy we could not at the same time preserve our autonomy and our honor.

The Government's estimate in 1903 of the cost of the National Transcontinental Railway from Moncton to Winnipeg was less than fifty-five million dollars. They are now obliged to admit that this amount will be exceeded by at least one hundred million dollars, and it has been demonstrated that the total expenditure, including a proportion of the cost of the Quebec Bridge, and the terminals, bridges, etc., will amount to $218,000,000. The public debt, accordingly, during the past fiscal year, has increased by nearly twenty million dollars.

At the opening of the session the Government took a very bold and decided stand respecting tariff relations with the United States, ratified, regardless of consequences. Recent negotiations have resulted in certain concessions which in themselves are not of sufficient moment to justify criticism, but which involve a principle that may lead the country into serious difficulties in the future.

The session has been marked by the usual refusal to permit effective or thorough investigation into administrative scandals. Our reasonable demand for a searching investigation into expenditure upon the Transcontinental Railway was voted down by the usual party majority, and the restricted Lumsden inquiry resulted in the fiasco which the Government intended from the very first.

Minor administrative scandals, such as the sawdust wharf in New Brunswick, the continued expenditure upon the Newmarket canal, and the disposal of Indian lands at Selkirk to eager speculators at less than one-sixth of their actual value, have been abundantly proved.

The Government has, apparently, become possessed with the idea that the revenues and resources of the country belong to them, and not to the people of Canada. Such hallucinations frequently impose themselves upon Governments which have been in power for a long time. The remedy is in the hands of a long-suffering people, who, when thoroughly seized of existing conditions, will not be slow to apply it.

HALLEY'S COMET.

Certain writers have taken advantage of the appearance of Halley's comet to harrow the feelings of readers with speculations as to a possible collision between this wanderer and the earth. They harp on the speed of the comet, the deadliness of the gases which make up its atmosphere, and strive to create a general sense of impending danger that is difficult for weak nerves to support. They would be as sensibly employed in speculating on what would happen to the earth and its inhabitants should the law of gravitation suddenly be suspended, and this planet cease to revolve around the sun. There is no danger of Halley's comet striking the earth. It will missit by the not inconsiderable margin of 15,000,000 miles; and people whose private troubles are so slight that they have nothing to worry about but the approach of Halley's comet are sincerely to be congratulated.

The Comet in a Groove

For unknown ages this comet has been rushing through space, covering an elliptical orbit of billions of miles once every 75 years. As far as astronomers have been able to determine, it is hustling through the same groove this minute as it was the day before Adam was born. Many hundreds of years ago it was observed with terror by astrologers, who associated its appearance with some terrible event in history. If anything unusual occurred the year of the comet's appearance its influence was suspected. If anything unusual occurred the year before or the year after, there would be always enough superstitious people to hold this ghostly visitant in some degree responsible It was not until long after Newton's and Halley's day that Bunsen and Kirchoff invented the spectroscope, by means of which astronomers have been able to analyze the component parts of comets.

The Comet Mystery

Why these masses rush towards the sun with enormous velocity for 35 years or so, and then whisk around and rush away from it with gradually diminishing speed, is a puzzle that astronomers can explain; but it is easier to show a similar phenomenon than to understand the explanation. The comets in their relation to the sun are exactly the same as the relation of a bit of suspended pith, a rod of glass and a stick of sealing was. A little friction of a handkerchief upon the glass rod will make it attract the pith, suspended on a silk thread. Having been once attracted the pith takes on a charge of what is called static electricity, and there after the glass rod will repel it with as much power as it once attracted. Rub the stick of sealing wax and the pith is strongly attracted to it, only to acquire a quality of repulsion for the wax and to recover its power of attraction for the glass. This simple experiment, explained by the Detroit News Tribune, is governed by exactly the same principles as control the comets and the sun.

The Comet's Tail

As the comet approaches the sun from a distance no tail is visible, but within a certain range the tail begins to develop. It is not a cloud of red-hot particles driven off by friction with an atmosphere the same as those of a metorite, that is consumed by the friction of its own velocity through our atmosphere. In that case it would extend in a direction directly opposite to the direction of travel. As a matter of fact the tail is always developed on the side opposite the sun, as if some repellent force from the greater mass were blowing off particles of the envelope of the comet, or rather charging it with electricity, so that we are able to see parts that are ordinarily invisible. We have kindred phenomena on a large scale in the aurora or northern lights, and on a small scale when, during certain conditions of atmosphere, the tips of the yards and spars and in fact every projecting point on a ship at sea will be tipped for a time with a glow of St. Elmo's fire that ever since men went "down to the sea in ships" has awed and mystified seafaring men.

A Streak of Gas

This tail of electrically charged particles may be a mere streak of highly gaseous matter which envelops the nucleus of the comet on all sides to the same extent. It may be only the most rarefied portion that shows as the tail, for the same reason that a high-tension electrical discharge which may be invisible in ordinary atmosphere gives a pale glow to the whole interior of a glass globe from which the air has been exhausted. Long ago, Heinrich Geissler, the celebrated maker of scientific instruments, discovered that electrical discharge passed through hollow glass tubes containing gases in rarefied condition produced various colors of the spectrum, each gas having its characteristic color. It is no longer supposed that the comet's tail is elementary matter in a molten condition, which might reduce this planet to a cinder by its terrific heat.

It Has Happened Before

On the contrary, the comet's tail is thought to be made up of gas so highly rarefied that our own atmosphere, let alone the solid planet itself, would cut through as a bullet would bore through a cheese. On many previous occasions this globe has passed through the tail of a comet, most recently in 1861, and before that in 1810. It was as though we had floated through the beam of a far-away searchlight. Only the astronomers knew it was happening. Equally undisturbed we shall undergo the approaching ordeal.

SUPREME COURT OF CANADA.

Interesting Saskatchewan Land Case Up in Ottawa Courts.

Ottawa, May 5.—In the Supreme Court, the Saskatchewan appeal of MacLeod v. Sawyer-Massey Co. was heard. The parties are both assignees of the rights of one Bennett, a settler on C.P.R. lands near Moose Jaw, Sask., for which full payment had not been made or the conditions of sale performed. The company brought action for a declaration that they were, as against Bennet and MacLeod, equitable holders and entitled to a conveyance from the C.P.R. Company on performing conditions and the payment of the balance due, and that they were prior to equitable title to MacLeod because the transfer to him was tainted with frauds practiced by another person who had carried on negotiations to obtain the approval of the C.P.R. land commissioner to the assignment of the land sale agreement to MacLeod. At the trial the Chief Justice of Saskatchewan dismissed the motion and held that as the Sawyer-Massey Company had never got the approval of the C.P.R. Company to their assignment, they could not claim a conveyance of land. Th full court deversed the decision of the Chief Justice and held that the Company was prior in equity and entitled to performance in respect to obtaining the title to the land.

ESCAPED DEATH.

Grievous Peril of Two Fishermen in the Gulf of St. Lawrence.

Halifax, May 5.—Two French fishermen were rescued by the Lunenburg schooner Nicola from death by starvation and exposure on the Grand Banks, Gustave Germanicus and Leopold Legraverand, of Granville, France, were three days and three nights in an open boat without food or water and without oars to control their boat. The men belonged to the square rigged fishing vessel Sansgene, of Granville. The Sansgene, a bark of two hundred tons, left Granville on March 15, and had been fishing on the Banquereau when the two men, who were Dory mates, became parted from their ship in the fog. After being adrift for a day and a night a heavy sea struck their dory and flung Leopold into the water, washing away their oars and food. Leopold was rescued by his companion. They bailed the water from their half filled dory and did the best they could in their helpless condition. Two days and two nights they struggled against hunger and cold, which benumbed their senses, until the fishing schooner on the third day saved them. The men were landed at Canso, and were forwarded to the French consul at Sydney.

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ALL DRUGGISTS

TROUBLE IN CABINET

Liberals at Odds in Ottawa — Fisher and Cartwright Are Rivals — Aylesworth's Quarrel With Globe — Mackenzie King Makes Enemies.

The Transcontinental.

M. J. Butler, formerly Deputy Minister of Railways, probably knows as much about the Transcontinental Railway as anyone outside of the Commission. He was for a while Assistant Chief Engineer of the Commission, and took an early opportunity to move out. Then he left the Government service altogether and now is general manager of the Dominion Coal and Steel Works at Sydney.

Now unmuzzled, Mr. Butler has been mentioning a few things. He addressed the Boston City Club recently, and told the club that the new Transcontinental line will cost $350,000,000 when completed. This is about $75,000,000 more than Mr. Borden's estimate of 1908. Mr. Borden figured that the cost of the eastern section, and the guarantee on the western portions would amount to $250,000,000. The cost of the Mountain and Prairie section above the guarantee would be $25,000,000. Mr. Butler's additional $75,000,000 would probably include rolling stock and other equipment.

According to the last government statement the Dominion government will be responsible for some $45,000,000 interest paid without recource, and some $17,000,000 for the Quebec bridge, making $62,000,000. This is quite a raise from the $13,000,000 which the government undertook in 1904 would be the maximum cost. But if we substract this $62,000,000 we find the sum of $288,000,000 left as the cost to be charged against the company. Thus, while the total cost of the road will be, according to Mr. Butler, fully $100,000 per mile, the cost which will be a basis of the fixed charges will be $80,000 per mile. On part of this the annual interest will be only three per cent. This is what the government is to receive. On the part to be paid for by the issue of bonds guaranteed by the Government, the charge will exceed three per cent. for the bonds are not sold at par. The money raised on the Grand Trunk guarantee will cost four to six per cent. The annual charge will not be less than three and a half per cent., or $2,800 per mile.

No trunk railway on this continent is loaded with fixed charges nearly as large as this. They are much more than double the fixed charges of either the Canadian Pacific or Canadian Northern. On the other hand, compare the earning capacity of the Canadian Pacific per mile with that of the Grand Trunk Pacific between Winnipeg and Moncton.

Ruled by the United States.

It is now pointed out, says the St John Standard, that the tariff surrender was a happy thought of Mr. Fielding, calculated to relieve the Canadian consumer. The curious feature of this is that the interests of the Canadian consumer should be forcibly and imperatively brought to the attention of Mr. Fielding by the President of the United States.

The Patronage System.

J. D. Taylor, M.P., for New Westminster, from his place in the House of Commons made this statement respecting the administration of patronage in his riding:

"As to patronage, I wish to reiterate that, while it is impossible to say what the rake-off is on any single transaction, and while there may be transactions with no rake-off, because the administrator of the patronage, like any other administrator, must do many 'thank-you' jobs; yet I state in all sincerity that in my riding the administration of the patronage is worth more than the salary of a cabinet minister. Who pays? Who but the public?? If the patronage were abolished the public would save in that riding alone that amount of money every year."

Trouble in the Cabinet.

The determination of Sir Wilfrid Laurier to shelve Sir Richard Cartwright by appointing Mr. Sydney Fisher to the leadership of the Senate, has precipitated a lively fight in Government circles. It had been all mapped out that as soon as the session was over Mr. Fisher would go to the Upper House, and that the appointment would also carry with it the leadership of that body. The only drawback seems to be Sir Richard Cartwright's continued existence. The veteran Minister of Trade and Commerce is not at all disposed to give way, and although the infirmities of age have been increasing, he is still mentally vigorous and has signified his determination to continue his active participation in political affairs. He has even intimated to his close friends that if there is any attempt to dispose him from the cabinet he will turn on those ready to usurp him, and in that event there will be some interesting laundering of Liberal linen within the next few months. Sir Richard has long been credited with the reputation of being a keen critic of the growing expenditures, and his voice has been frequently raised in cabinet council against the ever growing outlays which have gone on under the regime of Sir Wilfrid Laurier. He does not confine himself to the Council Chamber, but in ordinary conversation expresses himself with freedom and point. It is therefore quite natural that the old war horse should balk at the prospect of being relegated to the pastures of retirement. Since Sir Richard Scott relinquished the portfolio of the Secretary of State Sir Richard Cartwright has been the leader of the Senate, and the official mouthpiece of the government in the Upper House. The appointment of Mr. Fisher would transfer the leadership, and it is now openly stated that when Mr. Fisher goes aloft he will leave in the Commo s the portfolio of Agriculture and take over the duties presently discharged by Sir Richard Cartwright, as Minister of Trade and Commerce. This would leave Sir Richard Cartwright with nothing but a Senatorship and the proposed shake-up is naturally displeasing to the veteran from Kingston.

The internal troubles of the cabinet are becoming more apparent daily. In addition to the Fisher-Cartwright fight there is war to the knife between Mr. Aylesworth and the Toronto Globe. The pardoning proclivities of the Minister of Justice have not been viewed favorably by the reverend editor of that government organ, and Mr. Macdonald is demanding the official head of the Minister on a charger. The editorial head of Mr. Macdonald is likewise being asked by Mr. Aylesworth, who is furious at the assault and battery which the Globe perpetrated on him.

There has also been open hostility recently on the part of the rank and file of the government supporters to Mr. Mackenzie King. His combines investigation bill pressed through for third reading against the advice of Mr. E. M. Macdonald and other Liberal stalwarts, has aroused considerable dissension in the Liberal ranfis, and little love is lost between the young minister and the old timers, who have grown grey in the service of the government. It is generally recognized that this is Mr. Aylesworth's last session, and Mr. Bordeur is not likely to take any active part in cabinet work in the event of convalescence. Prominent government supporters like Hugh Guthrie and E. M. Macdonald, are pressing for recognition. The present rift in the cabinet lute is not of a day's making. It has been growing slowly but surely, until now its proportions cannot be hidden or ignored.

Mr. Doherty's Good Work.

The closing days of the session have seen remarkably good work performed by Mr. C. J. Doherty, who has come to occupy a very prominent position in the Conservative party. That his work has been brilliant and effective is shown by the tribute paid him recently by a political opponent, the Toronto Globe. That paper says in a recent issue: Tangible evidence of the reorganizing of the Conservative ranks at Ottawa was presented unexpectedly last week, when Ex-Judge Doherty, member for St. Anne, Montreal, rose and presented Mr. Borden's requests in certain matters during the leader's absence from the House. This was taken to mean that Foster, who, however, is still absent for his health, and the sub-lieutenants of the old school have been passed over for the dignified Irish lawyer who recently quitted the bench for the bar and subsequently politics.

Mr. Charles J. Doherty is looked upon by the members of both parties in Montreal and the Province of Quebec as one of the most fearless and able men in the ranks of the Opposition, and one of its best platform speakers. One does not usually see a retired judge starting out on a new and strenuous career, but Ex-Judge Doherty is an exception to the rule. When after fifteen years as a judge in the supreme couht at Montreal, he retired with his pension, he was not an exhausted old man, but a younster of 51, apparently in the very planitude of his powers. Naturally, he again entered upon an active professional career ,opeing office in Montreal as a consulting lawyer, and starting at once upon the delivery of a special course of lectures on commercial subjects before the Law Students of McGill University. This was in November of 1906; the members of the Conservative party approached him with a view to securing his active service, but he anounced that he had no intention of taking any further interest in party politics.

When, however, he had taken a long planned trip to Europe, he yielded to the solicitation of his friends, and presented himself in the general election of 1908 as a candidate for St. Anne division of Montreal. After an exciting campaign he defeated the Liberal candidate, Mr. J. C. Walan, by 2,881 votes to 2,711. Years before this Mr. Doherty had twice came forward as a party candidate for the Provincial Government—first in December, 1881, for the Montreal West Division, and again in October, 1888, for Montreal Centre. On both occasions he was defeated.

Mr. Doherty is a descendent of some of the oldest and most distinguished Irish families in Canada. His father was the Hon. Marcus Doherty, and his mother Elizabeth Halloran. He was born in Montreal on May 11, 1858, and was educated at St. Mary's College (Jesuit), Montreal, afterwards following the law course at McGill University. He graduated B.C.L. in 1876, winning at the same time the Elizabeth Torrance Gold Medal. In 1892 he attended the D.G.L. degree at McGill University, and in 1895 inscribed his na e on the honor roll of Ottawa University as an LL.D. He was called to the bar in 1873, and during his professional carrer was engaged in many important trials, including appearances before the Privy Council in London. He was created a Q. C. in 1887, and was for a time president of the McGill University Society. About that time also he was appointed to the chair of the civil and commercial law in the law faculty of that University—a position which he has retained uninterruptedly down to the present time.

After his brilliant career at the bar it caused surprised to no one when in October, 1891, he was raised to the bench of the Superior Court, to succeed his father, who retired after eighteen years service in the judiciary.

Possessor as he is of a dignity which never fails, Mr. Doherty while on the bench worthily upheld the traditions of the court, and without visible effort maintained the strictest discipline. Then, as now, however, back on his serious main could always be observed a merry twinkle in the eye. Those who enjoy his acquaintance know him as a charming conversationlist, possessed in full measure of that uprightly wit for which his race is famed. Possessed of an ample competency, he entertains largely, especially at his beautiful summer home in the Laurantians.

In the Northwest rebellion of 1885, Mr. Doherty, at that time a captain in 85th Regiment Carabiniers, Mont-Royal, marched with his regiment and saw service at Batoche and other points against rebels under the notorious Louis Reil. He was awarded a medal for services in the field.

The Friendship of Dick and Tat.

Captain Robert Garnet Tatlow, the best minister of finance and the poorest minister of agriculture British Columbia ever had, is dead. Some day the stormy love which subsisted between "Dick" and "Tat" will be theme for a short story. Premier McBride and Tatlow quarreled in private, but fought together in the open. Whenever Dick and Tat had a tiff Tat would resign. Then Tat would disappear for twenty-four hours, after which he would return meek in spirit and sure in the head. Dick must have a desk full of his chum Tat's resignations. Last October Dick gave Tat fifteen minutes to accept or reject his railway agreement with Mackenzie & Mann. Tat didn't like the bargain and, as was his habit when displeased, resigned. This time the resignation stuck. Much to his surprise Tat found himself out for keeps. Not wishing, however, to have Tat as a political enemy, Dick appealed to his chivalry and affection. He did it in eight words, with the right inflection: "Well, Tat, you won't do me any harm?" "No, Dick, I won't." Hands were clasped and Tat's word was passed. Hence no Tat on the platform to denounce Dick's railway policy. Dick had intended to put Tat at the head of some sort of commission to administer the Government's railway policy—which would have been a good stroke of business, and would ahve created the utmost public confidence—but that rearranger, Death, stepped in and changed the plans.—Canadian Colliers.

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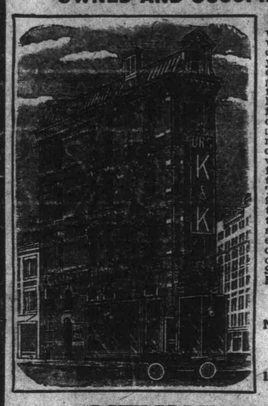

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