

## The West

THE WEST COMPANY, LIMITED  
1775 Ross Street, Regina, Sask.R. J. WESTGATE  
Editor and Managing Director

The West is published every Wednesday.  
Subscription price: One Dollar (\$1.00) per annum in advance to all parts of Canada and the United States. To United States and other foreign countries, One Dollar and Fifty Cents (\$1.50) per annum. All subscriptions payable in advance. Arrears charged at Fifty Cents per year extra.

Advertising rates furnished on application.  
A dress and all communications to the Company



WEDNESDAY, JULY 28, 1909.

## The Engineer Appointment.

In questioning the appointment of Gordon Grant, C.E., to succeed Mr. Hugh Lumsden, the Mail and Empire says:

"It is announced that Gordon Grant, C.E., has been chosen by the Ottawa Government, at a salary of \$10,000 a year, to succeed Mr. Hugh Lumsden as chief engineer of the Government, or Winnipeg to Moncton, section of the Grand Trunk Pacific. This is an important appointment. Before it can be approved, some of the facts relating to the work on the railway must be examined. Major Hodgins, it will be remembered, was the first engineer to take charge of the division of the new line between Lake Superior Junction and Winnipeg. This official, after a short experience, came into contact with the authorities at Ottawa. It was charged that he was not classifying the work high enough—in other words, that he was not paying the contractors so much as they desired.

"The Major stood by his classification, and the outcome was dismissal from the public service. Had Major Hodgins satisfied the demands of the contractors, he would not doubt have retained his position. As a consequence of the complaints of the contractors that they were not being paid enough, and in advance of the dismissal of the Major, Mr. Gordon Grant, an assistant engineer at the Quebec end of the line, where high prices were being paid, was appointed to the office of inspecting engineer, with power to examine the work as it proceeded. The Major, who testified at Ottawa in 1908, says that when Mr. Grant came to inspect his division that engineer was in favor of the high classification, such as had been adopted at Quebec. That this view is in accord with the facts, is made apparent from a report which Mr. Gordon Grant submitted to the Transcontinental Commission. In that report he says: 'I found from questioning the resident engineers and from looking over the progress estimates that the classification given the contractors has been very low, and in many cases absurdly low, and for that reason alone there are probably 1,000 men less on the work to-day than there would have been if the work had been fairly and justly classified. Classification is left entirely to the resident engineers, and they are too timid to give the contractor what he is entitled to in that line.' Mr. Grant is thus of the opinion that the contractors were not well enough paid, and that their claim for more was justifiable. About this time the classification was raised. Contractors then, according to the evidence of Major Hodgins, began to be paid rock prices for earth work. At once the Grand Trunk Pacific objected, for, as it had to pay a rental based upon cost, it is interested in seeing that the outlay is not excessive. The objections of the Grand Trunk Pacific were very strong, and as a result of the complaints a commission was appointed to determine what was right in the

premises. That commission reported not so long since, and its report was entirely favorable to the view advanced by Major Hodgins, that there had been overclassification, and overpayment to the contractors. One of the members of the commission was Mr. Lumsden, the chief engineer of the road. This gentleman agreed that we had been paying too much.

The report did not suit the Government or the Transcontinental Commission. Mr. Lumsden was therefore asked to change it. He promptly declined, and resigned his chief engineership. The Government has since made a search for an engineer to succeed the expert who refused to alter his opinion on this question of classification, and has hit upon Mr. Lumsden's former subordinate. The curious point about this selection is the fact that the new chief engineer is the man who wrote the report saying that in his opinion the prices paid to the contractors were "absurdly low" owing to the timidity of the resident engineers. How can the new chief engineer be expected to protect the country from the excessive demands of contractors? How can he endorse the judgment of his former superior on the subject of over-classification?

## Editorial Notes.

Sir Frederick Borden and Hon. L. Brodeur, two Canadian cabinet ministers, dined with the King last Saturday.

Regina is to have a Union depot for three transcontinental railways. Just let the significance of that statement filter into your mind.—Victoria Colonist.

Church union is still proceeding. Creelman is the second in this province to organize. A report of the work done at Creelman appears elsewhere in this issue.

Right Hon. Joseph Chamberlain is evidently nearing the end of his career. He was recently visited by His Majesty the King and the visit of a sovereign to a subject is very rare, except in a case of the probability of such an event.

Reports from all parts of the province indicate a splendid growth. The grain is now well headed out and should nothing in the way of hail or frost interfere as heavy a crop as has yet been produced in these western provinces is predicted. Those who have been over the province say that the crops look as heavy as they did in 1907.

The Carrot River Journals says: "The Liberal Government we have at Regina has out the appropriation to agricultural societies in two. Fifty cents only per member now instead of \$1.00. One cent an acre tax also may be two cents next year. And they are spending \$275,000 out of the \$3,800,000 in the 'country' on improvements this year. Truly this is a farmers' province and the farmers are getting a big slice."

## Press Comment.

(Winnipeg Tribune)

Fifty thousand able bodied men, it appears, are needed in the U. S. west to harvest the ripened and ripening crops. Thrice 50,000 able-bodied men are wandering around the streets of the U. S. commercial centres asking

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for jobs. Plenty of work in one part of the country, plenty of men willing to do the work in another. The labor bureau in Washington has been appealed to and extended the information that it can do nothing because those wanting to do work have no money to pay the railroad fare to where they are needed.

It is suggested that the U. S. take a leaf from the book of experience of German labor unions and make arrangements with the railroads to transport these laborers back and forth at a fraction of a cent a mile, and, if need be, provide the money to pay the fare. Germany has this advantage over the United States, in this connection, in that most of the railroads are state owned. The privately owned roads in Germany, however, offer the same terms to labor seeking employment as do the state-owned ones, and the result is that the supply of labor is placed immediately where there is a demand for labor.

(Toronto World)

Outside opinion regarding Canada and its climate has undergone a wonderful change within the last few years and the process is not yet complete. Kipling's poetic personification of the Dominion as "Our Lady of the Snows" was the quintessence of the older notion prevalent in Britain perhaps due in no small measure to the Peter Parley storybooks very popular in and about the middle of last century. The youthful mind is receptive and its impressions continue to exert their influence long after more reliable sources of information have become available. But blame for erroneous beliefs touching our much maligned climate can be made too severe, and it is prudent to remember that Canadians themselves have been none too remarkable for knowledge of the possibilities of their country. And what the native-born did not know can scarcely be charged against his distant kinsman.

People anywhere do not connect Berlin, Copenhagen, Moscow, or even Stockholm with arctic conditions. Yet Berlin is only half a degree south of Edmonton, Alberta; York Factory on the Hudson's Bay is south of Regina on the Baltic, and Fort Churchill is almost on the same parallel as Stockholm. United States official records show that Alaska has a higher average temperature than Washington, D.C., although, of course the extreme temperatures are more separated. Five hundred miles north of Edmonton, at Fort Vermilion, which is situated on the Peace River, wheat is being successfully grown, and the region which will shortly be opened by the northward movement of the railroads, will certainly be ere many years have passed, covered with fields of golden grain. James J. Hill has declared his belief that some states with populous cities will cover the enormous area bounded by the United States, Hudson Bay, the Arctic circle and the Pacific ocean. If this anticipation is realized, it will probably modify the rigor of the present winters, but be that as it may, there is an evident fascination in the far north that will always attract, for it builds up strong men and fair women.

## Educational Responsibility of Parents.

The following extracts from a paper read before the International Council of Women are full of food for thought.

Happily, theoretically at least, most parents wish their children to have better advantages educationally than they themselves have had. National greatness is commensurate with national education. Education no longer means mere book learning. It is rather a preparation for life, a means of fitting every unit in a community to be, not an irresponsible unintelligent burden,

impeding the progress of humanity. An ideal education should teach us to live, not merely to gain a livelihood. It is the drawing forth the harmonious development of all one's powers, physical, mental, moral and spiritual in order that they may be fruitful, inspiring, and unifying in their influence. It is apt to be forgotten that in the first six years of a child's life more knowledge is gained and more habits acquired than in the whole of the school life. This then is the parents' golden opportunity for sowing the seeds of moral and mental growth. There is no doubt, whatever that habits of passion or self-control, fervid restlessness or placid contentment may be formed according to the training of even the first six weeks.

Even in these tender years it is possible also to do much to pave the way for the mental development of the child. It is impossible to estimate the gain to the one whose parents have been accustomed to take him for walks in the country to gather early flowers, to note the different birds, to catch glimpses of distant blue horizons, to rejoice in glorious sunsets, to feel all the mystery of northern lights and falling stars. Then what an interest in the past, what a quickening of the imagination is produced by tales told over the fire of gods and goddesses, heroes, knights, and fair ladies whose names will be "upon a sesame" to worlds of delight in future days. Do parents sufficiently realize the marvellous fascination of poetry also to quite young children?

The rhythm, the music of the words, the suggestive beauty of stray half understood phrases, hold their spell-bound. How much a child has missed who, amid the prosaic surroundings of a school room, is first introduced to Matthew Arnold's "Forsaken Merman," or Tennyson's "The Splendor falls on castle walls." And how much the parent has missed who has never associated himself with the mind of his child with what is beautiful and ideal and true than fact.

And sacrifices are often necessary, for it is not practicable to give anything approaching an ideal education without adequate school fees. No father should place his child in a school unless he has confidence in its aims and methods and that confidence once given, there should be the most complete co-operation between teachers and parents, all working for the physical, mental and moral development of the child.

Happily parents of this kind exist, but alas their number is still small. Unfortunately this seems to be the age of the indulgent parent. There is a mistaken kindness which seeks the happiness of the child through the gratification of every whim.

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## UNION CHURCH AT CREELMAN

Organization Now Complete and a Regular Minister Will Shortly Take Charge of the Work.

On Saturday, July 17th, the subscribers of the proposed union church met and completed its organization. We now have established the second union church in Canada, and may the movement succeed as the church in Frobiisher is succeeding. The question of church union is one which is occupying the minds of Christian Canada today from the Atlantic to the Pacific and any movement which has for its object the hastening of this end will be watched with keen interest. It was the late statesman Sir John Thompson who said, "Any movement which brings together people of different religious denominations or political beliefs will be patriotic in its aims and divinely blessed in its results." We believe this was a wise statement of a wise man and when applied to our churches is doubly true.

The question of church union for Creelman has been discussed frequently for the past year and after an energetic campaign of a little over two months has been completed. As was the case wherever this has been tried a strenuous opposition springing up which, strange to say, received the support of the ministers of the Gospel. Every conceivable objection argument was brought forth and magnified a thousandfold. This, however, acted as a boomerang and made the provisional committee of the proposed Union Church more watchful. The result is that the organization is founded on sound principles. Discussion was kept always in fact, if a question will not bear investigation it has little or no value. We now have a church which with a good Christian Minister as leader must needs mean much for the spiritual upbuilding of Christian character in our town and surrounding country. Already there is a movement on foot to build a church in the country for holding service south of Gooseberry Lake and as this is one of the most prosperous districts in the west, no doubt a fine edifice will be erected this fall and a strong congregation formed. May this church succeed and bring forth fruit a hundredfold.

## Saskatoon Man Killed.

Saskatoon, July 25.—Eddie Green, a popular young hardware clerk, employed by the S. A. Clark Co., met with a most tragic death some time Thursday night, but it was not until late yesterday afternoon that the fatality was revealed. About 4 o'clock Saturday afternoon the R.N.W.M.P. were notified that the body of a man was lying on the rocks underneath the C.N.R. bridge. Immediately proceeding to the spot designated, the constables discovered the bruised, battered and almost unrecognizable remains of young Green. Just when and how the accident occurred or whether there was any foul play is not quite apparent, but opinion seems to favor the former theory. It would appear that on Thursday evening last about eleven o'clock Green left the city for his boarding house, which is with his employer, Harold Willoughby, in Idylwild park. In getting there he had to cross the bridge and it is believed that while walking the "stringer" he was hit with something which projected from one of the cars which were shunting on the bridge and hurled from the structure.

## WIRE WOUNDS

My mare, a very valuable one, was badly bruised and cut by being caught in a wire fence. Some of the wounds would not heal, although I tried many different medicines. Dr. Bell advised me to try MINARD'S LINIMENT, diluted at first, then stronger, as the sores began to look better until after three weeks the sores have healed and best of all the hair is growing well, and is NOT WHITE as is most always the case in horse wounds. Weymouth F. M. DOUCET.

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