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WEDNESDAY, SEPTEMBER 14, 1910

HAULTAIN'S ELEVATOR POLICY.

A portion of the Liberal press, fearing the result of the agitation for government owned elevators, which has received a strong impetus from the example of the Manitoba Government, is endeavoring to represent that Mr. Haultain has no policy on the elevator question.

Such representations are entirely contrary to fact. Not only has Mr. Haultain a policy on the question—which is government ownership of elevators—but he was the first political leader to take up such a position. He announced his policy at Nokomis in March, 1909.

On the other hand the Scott Government has no policy. While Mr. Haultain in the legislature was declaring for government elevators, the Government was saying "We will appoint a commission to enquire into the matter." The Scott Government today has no policy on the elevator question.

Speaking at Nokomis in March, 1909, Mr. Haultain said:

"The declared policy of the party had from the beginning been in favor of Government ownership and control of public utilities. There might be some question as to how far the elevator business came within the general term 'public utilities,' but the conditions existing in the western provinces would warrant the intervention of the Government. There was no doubt that owing to causes which he need not elaborate upon, the storage facilities in this province were practically in the hands of a monopoly. The effect of this monopoly was to prevent competition, and thereby reduce the price of grain. It had the further effect of depriving the farmer of proper means of storing and shipping his grain and also forcing the small producer to sell his wagon load for a small price, on a low grading with a large dockage. Light weights, low grades, excessive dockage and loss of identity of his product were the evils universally complained of, and there must be some foundation for so generally expressed complaints. It was further stated on good authority that by the culling process the millers were enabled to make large profits out of wheat intrinsically valuable but graded low, and that a portion at least of these profits would be obtained by the producer if he were enabled by proper storage and shipping facilities to sell his own wheat by sample."

"Another effect attributed by this culling process, was the lowering of the quality of export wheat while still in the hands of the farmer. The monopoly of the elevator owners to practically control the street buyers and commission men.

"The remedy? What was the remedy? Competition! How could that be provided? Apparently not by ordinary means. That being the case, did the circumstances justify the intervention of the government? In his opinion there was only one answer, and that was that he did. He was in favor of the government taking some steps for the establishment of fully equipped elevators at competing points, so as to provide proper facilities for cleaning, storing and shipping grain. The establishment at any point of a government elevator of sufficient capacity, which would furnish facilities for cleaning and shipping the actual wheat of the shipper, would very soon force all other elevators at that point to come up to the government standard.

"The capacity to be supplied by the government, and the points at which elevators should be established, were a matter of detail. His own opinion was that a resolute policy, on the part of the government, followed up by practical action at a comparatively few points would soon force the elevator owners to supply equal facilities. In any event, he was prepared to advocate such a policy without regard to the number of elevators involved. It would, in his opinion, have to be carried out by an independent commission, who ought to be able to look for the active co-operation of the Grain Growers' Associations. The Government would not be looking for large dividends, and there was no reason to suppose that an elevator system such as has been described would not easily pay for itself."

Mr. Haultain spoke as follows on the Stewart Resolution in the Legislature last year:

"Personally, I have come to the conclusion myself as to what will be the proper way of dealing with this. I believe it has been sufficiently established that evil exists—that evil exists, and the only way to deal with this evil and remove them is by the intervention of government elevators, and I should like to see the report of the committee a little more definite on that point."

The person who says that Mr. Haultain has no policy on the elevator question is either wilfully misrepresenting the facts, or is ignorant of them.

PUBLIC WORKS AND VOTES

Bribing constituencies with public money is an art brought well nigh to perfection by the Federal Administration. The Speaker of the House of Commons has dotted Bonaventura with public works. Doubtless, many of them are necessary. But they were built with an eye single to the political effect they would produce. Mr. Marcell secured this for you. Vote for Mr. Marcell. Mr. R. L. Borden touched on this wholesale bribery when speaking before the Toronto Conservative Club. He quoted the appeal made to Halifax by the Finance Minister. "If, instead of sending one Liberal member to Ottawa, you send two every fair and reasonable thing that Mr. Haultain would be granted."

Mr. Borden is on firm ground. If it is a crime to influence a man's vote by giving him \$2, it cannot be less disreputable to influence it by promising to build or by building a wharf or a post office or a railway. No one can prove that the one activity is crime and the other statesmanship. Even Mr. Pugsley's agile brain is scarcely equal to such a task.

Liberals at his exclusion. Sir Richard Cartwright was not taken in until he consented to be muzzled. Tariff tinkering since had been in the interest of the manufacturers and the bounties have been continued. And it further goes on: "The manufacturers, or at least the great majority of them, Grif and Troy, favor the present men in power for many reasons. These are not what they want in the way of duties, draw-backs, bonuses and bounties, and of course the greater the expenditure on all kinds of public works the better for them and the better for the army of factories and contractors and the still greater army of camp followers behind them."

WESTERN FARMERS' PROTEST

The Economist of London, England, is a financial weekly journal of high repute. It is a journal of strong free trade views. In its issue of August 27th, it publishes a letter from Edmonton, Alberta, in which it discusses Sir Wilfrid Laurier's troubles in his western tour. In the course of this letter the correspondent of the Economist says:

"Sir Wilfrid's position is uncomfortably vulnerable. When the Liberal party was in opposition, it proposed to the Canadian Tariff and Introduce free trade, as they have in England. Sir Wilfrid toured the West on the subject, and gave his personal assurance that this should be done. The farmer delegates now dig up these old speeches of his and bluntness ask him to live up to them, or they disintomb the Liberal platform of 1893, and warn him that he and his Liberal friends have broken faith with the people. The Liberal farmers' articles on the free list, and reduced the duties on others, but the reduction has in many instances been nullified in whole or in part by increases in the valuation of the imported article under the Dumping Act, a Liberal measure. The operation of the tariff renders the tariff higher than it appears to be. For example, the duty on buggies is 35 per cent, but the Customs House fixes the value of imported American buggy at \$40, though the true value may be only \$30. Similarly, while the duty on the larger farm implements, such as binders and mowers, was reduced by the Protectionist Conservative Government from 35 to 17 1/2 per cent, the excessive valuations now imposed on American binders greatly diminishes the amount of the apparent relief."

Later in his letter the correspondent of the Economist adds:

"There is no gainsaying, of course, that the Liberals have failed to reform the tariff in the root and branch manner promised. Taken all around, the reductions they have made are insignificant, and delegation after delegation hammers this into Sir Wilfrid's head."

MACDONALD BULLYING

At Sir Wilfrid Laurier's Lethbridge meeting the West was given a taste of the methods of the Laurier Government. Lethbridge is greatly in need of a post office, the town having utterly outgrown the accommodation that was provided for it in bygone years. During the general election the voters were assured the Liberal canvassers that the town could not get a Post Office if the constituency was foolish enough to elect a Conservative. The constituency did elect a Conservative, and no post office has been erected, though such buildings have been sown thickly in the Maritime Provinces in towns less than a quarter the size of Lethbridge.

Mr. E. M. Macdonald, the celebrated leader of the blockers of the Liberal party, was one of the first speakers to address the meeting at Lethbridge and in the course of his speech he said:

"You want a post office here, and you certainly want it badly, but you will never get it so long as you vote Conservative. The Westerners present showed so plainly their disapproval of this attempt to bully them that Sir Wilfrid Laurier said that the thing had been over done, and when it came his turn to speak he apologized for Mr. Macdonald and promised the post office. Mr. Macdonald was careless. Every body knows that such threats are made but it is not usual to make them quite so publicly."

C. N. R. DIFFICULTY

Railway Commission May Disapprove of Location of Line. WINNIPEG, Man., Sept. 10.—There is a report emanating from a reliable source here that the Railway Commission has disapproved the location of the Canadian Northern Railway's main line west of Edmonton to the Yellow Head Pass. This will make the second time that the Canadian Northern Railway has had to change an extensive survey, owing to the Grand Trunk survey beating them out in fixing plans.

The Canadian Northern engineers tried to survey a route a mile north of the Grand Trunk Railway but on account of mountains had to abandon it. They will now either have to run away south of their present survey or convince the Railway Commission that it is impracticable and almost impossible to build other than parallel to the Grand Trunk Pacific.

Work on the line west of St. Albert has been abandoned for the present, although the company is under contract to the Alberta Government to build a certain part in 1910.

In Egypt persons placed under police supervision, and unable to find the security demanded for future good behavior, are employed, if they so desire, in cultivation or other work at a daily wage.

claim seriously. The second point—that in which Canada is chiefly interested—had to do with what is known as the headland question. Along the coast of the United States the great bays and gulfs are regarded as belonging to that country, and not as open sea. Chesapeake Bay, Delaware Bay, Cape Cod Bay, in fact all the arms of the sea, are territorial waters of the Republic. But, according to the Washington convention, the same rule does not apply to Canada. All the bays and gulfs in Canada are parts of the sea, and not territorial waters, and being parts of the sea, United States fishermen are free to enter and to carry on their fishing operations there. This claim, in view of the position of the United States towards the gulfs and bays of that country, was entirely unjustifiable, and it is strange that it should have been insisted upon.

On the two points mentioned, Canada is victorious. The victory, however, is not really one of today. It goes back to the year 1888, when Mr. Joseph Chamberlain and Sir Charles Tupper negotiated the fishery treaty which the Senate of the United States rejected. That treaty deals with the question of the gulfs and bays in language that is identical with that now engaged upon the same subject by the Hague Tribunal. Apparently the acceptance by the United States diplomats who helped to frame that treaty of the view advanced by Mr. Chamberlain, and notably by Sir Charles Tupper, helped to bring about the judgment that establishes the Canadian contention.

WOMEN IN MEN'S CLOTHES Cases of Feminine Masqueraders Recalled by Recent Instances. How many women are there masquerading as men in your locality? Maybe the question is not so foolish as it looks. For before suffragettes came to trouble the world women often found ways to gain equality with men. There was "Harry Lloyd," for instance, who has just died on the outskirts of London. The mystery of this woman, who for over 25 years worked and lived as a man, has aroused the merriment of the world. So well did she carry her masculine clothes that no body suspected her secret.

When the doctor was called to the house in Albany Road, Bedford, on the north-eastern fringe of the metropolis, to attend "Harry Lloyd" in his last moments, he presently came downstairs and said to Miss Lloyd, who believed herself to be the daughter: "I thought it was a man I was called to see?" "Yes, it is so," she replied; "that is my father." Then she was shocked to hear that the dead body upstairs was that of a woman.

PRESS COMMENT

(Mail and Empire) One brilliant example of a man who has "come back" is Theodore Roosevelt. He is not wanting that the President is now in light training for a Presidential campaign two years hence. His popularity appears to be as great as at any time in his career.

(Winnipeg Telegram) The Vancouver News-Advertiser is unkind enough to rob the Sifton organ of the consolation it derived from analysis of the popular vote recorded at the last provincial elections. The Vancouver paper says: "The Free Press conclusion, which it quoted with approval by the Victoria Times, greatly depreciates the victory of the Laurier ministry in 1908. Mr. Roblin's majority is one for every eighteen votes polled, whereas Sir Wilfrid's is one for every forty-eight votes polled in the federal contest. With proportionate representation the government at Ottawa would have a majority of four. Mr. Roblin's majority equals nearly 100 for each member of the Manitoba legislature. Sir Wilfrid's majority averages eleven for each member of parliament."

(Grain Growers' Guide) Up to the present time the Manitoba Elevator Commission has acquired in the neighborhood of 112 elevators in the province at various points as have been published in The Guide from week to week. The work of acquiring elevators is progressing rapidly. As the grain season has already opened it will be impossible to have many of these old elevators that have been purchased remodelled to meet the requirements of the government system as regards special binning and cleaning. For the same reason it will probably be impossible to operate the sample market this fall to handle the grain from all the newly acquired elevators in accordance with the terms of the Elevator Act. However, the commission state that they will probably have government elevators at at least one-third of the shipping points in Manitoba during the present season. The action of the commission in securing more than one elevator at certain points is a move towards the eventual monopoly of the elevator system in the province which can be the only satisfactory solution of the elevator question. By keeping this in view the elevator commission should be able, by another year, to control the elevator system in Manitoba, as the likelihood is that only the milling companies will hold their elevators. In order that the elevator system will be successful the farmers throughout the province must patronize government elevators. In accordance with the policy laid down by the Grain Growers' farmers at every point should put up their grain through the government elevators. If the accommodation is sufficient, and should not put a single bushel through another elevator. As has been repeatedly pointed out, the farmers can use the government elevators and still ship or sell their grain to any grain firm. It is to be hoped that this policy will be pursued and that the grain of the Manitoba farmers will be put through the government elevators wherever possible.

Our neighbors have been defeated in their main contentions on the fishery question. Those who have followed their arguments as discussed from time to time in The Mail and Empire will not be surprised that such is the case. The two principal claims advanced by them were first, that they were entitled to the fishery rights in the first place, and secondly, that because Britain has granted United States fishermen the right to fish in certain Canadian and Newfoundland waters, she has renounced the power to regulate the fishing operations in those waters by United States citizens.

Thus, while Canada and Newfoundland are at liberty to order their own people to be careful of the industry, to avoid the use of destructive machines and to fish at certain times, and within certain limits, they cannot ask the United States fishermen to observe these rules. The fishermen grant to the United States fishermen the privilege of catching fish in British waters places these people above the law, and takes from the owners of the fisheries all right to regulate the manner in which the operations shall be conducted. This pretension is so preposterous that it, should have been put forward. Its absurdity is all the more noticeable when it is pointed out that it is at variance with the instructions issued from Washington, in other days, to the fishermen of the United States. These instructions invariably stated most distinctly that the citizens taking fish in British waters were subject to British rules which the native fishermen were required to observe. It is not at all astonishing that The Hague Tribunal should have refused to treat the United States

claim seriously. The second point—that in which Canada is chiefly interested—had to do with what is known as the headland question. Along the coast of the United States the great bays and gulfs are regarded as belonging to that country, and not as open sea. Chesapeake Bay, Delaware Bay, Cape Cod Bay, in fact all the arms of the sea, are territorial waters of the Republic. But, according to the Washington convention, the same rule does not apply to Canada. All the bays and gulfs in Canada are parts of the sea, and not territorial waters, and being parts of the sea, United States fishermen are free to enter and to carry on their fishing operations there. This claim, in view of the position of the United States towards the gulfs and bays of that country, was entirely unjustifiable, and it is strange that it should have been insisted upon.

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Inquiries established the fact that the woman's real name was Marie Le Roy, the daughter of a French officer whose widow resided in Brussels some time about 1872. Well educated and full of the joy of life, the little French woman used to attend the hall of science in Old street in the days when Robert Ingersoll, Charles Bradlaugh and Austin Holyoake, his publisher, lectured there. Why this well educated woman cut herself off from all her friends and lived the latter half of her life as a man is a mystery which she has carried with her to the grave. Probably, however, it was due to a wish to protect the good name of the girl who believed her to be her father.

This theory has recalled similar acts of devotion disclosed from time to time in the life histories of other women who have posed as men. More often, however, women have adopted men's attire through sheer love of adventure and a dislike of the limitations and restraints imposed on their own sex. Of this the most notable example was the famous Mme. Velasquez, who took so active a part in the war between the north and the south. She organized a company of recruits, and, to the intense surprise of her husband, who was an officer in the confederate army, she one day presented herself before him in camp, and he was in the extraordinary position of having to accept the service of his own wife as lieutenant. Soon after she joined him, however, he was killed by the accidental discharge of a carbine. Mme. Velasquez had many exciting adventures in the war. She fought through the battle of Bull's Run, and was badly wounded at the fall of Fort Donelson. After giving up service as a soldier she acted as a spy for the Confederates, and when the war was nearing its end she took a hand in blockade running.

In keeping with her adventurous nature, she married three times, and had three children, but the cares of motherhood do not appear to have induced her to settle down, for in later life she joined a miners' camp as a man and made extensive tours through Europe. At the beginning of her masculine career she went to great pains to conceal her form, and had made for herself half a dozen fine wire net shields, which she wore next the skin. Over these she wore an undershirt of silk or lisle thread, which fitted closely, and was held in place by straps across the chest and shoulders. These undershirts could be rolled up into the small compass of a collar box. Around the waist of each of the undershirts was a band with eyelet holes, arranged for the purpose of making up the washbands of the pantaloons to the proper number of inches.—Kansas City Star.

The finest opal known is that belonging to the Austrian crown jewels. It is five inches long, two and a half inches wide, and weighs seventeen ounces.

ANOTHER To Run Through Boundary Will Con Northern

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Advertisement for Dr. Kennedy & Kennedy, Cure Diseases of Men. Includes a portrait of Dr. Kennedy and text describing their medical services and location in Detroit, Michigan.

Advertisement for Blackstock, Flood & Co., Farm Lands and City Property. Lists various properties for sale and includes contact information for Regina, Saskatchewan.

Advertisement for Charcoal, Beaver Brand. Promotes a product that does not smoke and is suitable for use in stoves and furnaces.

Advertisement for Money to Loan. Offers mortgage loans and other financial services through McCallum, Hill & Co. in Regina, Saskatchewan.

BLAMES CREW Survivor of Ferry Disaster Says Ferry No. 17 Could Have Saved Men On No. 18. LUDINGTON, Mich., Sept. 11.—Thos. Shields, a coal passer, rescued when Car Ferry No. 18 went down in Lake Michigan Friday, gave an account of the wreck tonight. He lies at a local hospital in a serious condition. This is the story in his own words: "You see, I'm just a coal passer and I was on watch at 12.30. I noticed that there was water coming in from one of the glass ports, but I didn't think about it, as sometimes water does come in. Then I saw the mate Joe Bregenski, and one of the wheelmen on the iron or brass that holds the port in. Then Captain Kilty comes and they push clothes and rags into the hole and the captain orders the pumps to be put up. There was a heavy sea pounding, so I tells one of the firemen that water was rushing in. Then about 1.30 Captain Kilty comes and tells us we've got to shove the cars off so as to lighten the ship. We had a hard time getting them off because they would stick and hang over. We got the 29 off. Then the captive boats off as that was the lee side and the sea wasn't so heavy. There were three boats and we moored them so they cleared the side. Some of the deck hands got in and kept the life boats from banging alongside. We loosened all the life rafts so they would float off when the boat sank. We had the flag at half mast at daylight so that No. 17 would know that we were in trouble. No. 17 was getting pretty close to us and I was right little over three years.

ALBERTA'S CHIEF JUSTICE It is Understood That Judge Scott Will Get Position. CALGARY, Sept. 10.—It is practically an assured fact that the vacancy caused by Judge Sifton and Judge Mitchell entering into provincial politics will be filled by Saturday. "As soon as Sir Wilfrid returns from the Eucharistic conference at Montreal, the appointments will be made," said a gentleman qualified to speak, to the Daily News this morning. It appears that recommendations and suggestions have been made to the federal authorities and that all that now remains is the sanction and endorsement of Ottawa. Though the names of the prospective chief justice and judges have not been given out yet, those which have been put most prominently before the public since the said positions on the bench have been vacant are Supreme Court Judge Scott, for the chief justiceship; W. L. Walsh as his successor and Mr. James Shortt as district court judge. The duration of British Mineries for the past century has been very little over three years.