

## The West

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WEDNESDAY, JANUARY 12, 1910

## LAND OWNERSHIP

The total area of the United Kingdom of Great Britain is about 77,000,000 acres. When the last Domesday Book was prepared it was found that the peers owned 16,411,918 acres or, more than one-fifth of the whole. Now that the land tax has been rejected by the House of Lords the Radical papers are publishing lists of titled owners, with the number of their acres beside their names, to show the reasons of the Lords for voting against the budget which contained a land tax. Here are some of the figures:

	Acres.
Duke of Sutherland	1,368,546
Duke of Buccleuch	469,108
Marquis of Breadalbane	438,868
Earl of Seafield	305,930
Duke of Richmond	280,408
Duke of Fife	249,230
Duke of Devonshire	198,572
Duke of Northumberland	186,897
Duke of Portland	183,189
Duke of Argyll	175,114
Marquis of Conyngham	166,710
Marquis of Donegal	162,998
Duke of Hamilton	167,368
Marquis of Lansdowne	142,916
Earl of Dalhousie	138,021
Marquis of Shigo	132,902
Marquis of Devonshire	130,199
Marquis of Bute	116,698
Earl Fitzwilliam	116,742
Earl of Stair	116,870
Duke of Leinster	109,836
Baron of Montrose	108,447
Earl of Crawford	101,687

The contention of many people is that these estimates are made up largely of barren land. They present no evidence, however. The fact probably is that the great estates represent a fair average. If the Lloyd-George taxation means an ultimate re-portioning of much of Britain's territory it will be a good thing for the masses and the classes outside a small population represented by the earls, marquises and dukes.

## A PRECEDENT

During the Manor-Carlyle railway debate, the onus of switching the railway from the former to the latter point was assumed by Mr. Stewart, and it was on his recommendation that the government acted. This was referred to on Wednesday by the member for Weyburn in asking the government to exercise the same power on behalf of the town of Weyburn.

Dr. Mitchell stated that the matter as spoken to by the other speakers represented their case. Before leaving the case with the premier he would like to say that the C. P. R. had bought a right-of-way over the same road that had been guaranteed by the government. It was just possible that the deputations would be told that it did not lay within the power of the government to change the route. If this was so, he would like to refer the premier to a precedent. Last year when the C.N.R. were crossing the Arrola line it was the intention to cross at Manor and the deputations that had been sent to Winnipeg were successful in having the road deflected to cross at Carlyle. Their contention would be that if the government had power last year to cause this alteration to be made by the C.N.R., the same power existed and could be brought into use to make the G.T.P. deflect their line into Weyburn.

The premier was dumfounded and made no excuse for acting in the one case and refusing to act in the other. The premier insisted that in the Manor-Carlyle case that the C.N.R. changed the route to run through Carlyle. Why does he not exercise the same power on behalf of the town of Weyburn? He says the G. T. P. may run into Weyburn if they wish, but does not say that they must.

## EDITORIAL NOTES

"Promises are made to be broken."  
—A Scott-Turgeon axiom.

The chief result of Scott's railway policy is dissatisfied communities.

Regina city owns more real estate than the government of Saskatchewan.

Geo. Brown should insist on all by-laws being revised by a member of his law firm.

The new council is about as successful "reforming" the city hall staff as Sir Wilfrid Laurier has been with the senate.

The "progressive railway policy" may not build railways but it certainly causes broken pledges on the part of the government.

One legal voters' list and forty illegal is the result of Attorney-General Turgeon's administration of his department. Splendid result.

The British Columbia government could sell its Vancouver real estate and pay the provincial debt. Saskatchewan government has nothing to sell.

When Archie McNab read that the Hon. A. J. Balfour had spoken at Hanley, he promised the Saskatchewan people that he would have Balfour speak there or he would resign.

700 miles of railway in 1908 without "the progressive railway policy" and 400 in 1909 with government assistance, is the record. Let us pray that the government elevator policy will not decrease the number of elevators.

Have the government different contracts with the C.N.R. and the G.T.P.? In the case of the former they dictate the location of the road, in dealing with the latter they seem to have no power, or is it a case of any old excuse to get out of a hole?

"The so called Richibucto wharf deal has a nasty sort of look. Deals of this kind cannot be tolerated in Canada, whether they occur under a Liberal administration or the rule of the Conservatives," is the comment of the Saskatchewan Tribune, a New Brunswick Liberal weekly.

"Dr. Mitchell knows that Mr. Chamberlain of the G.T.P. was in Regina on Dec. 11th," said Premier Scott. And Dr. Mitchell had told the people of Weyburn that he knew nothing of the guarantee of bonds of the G.T.P. south line. What did the premier mean to suggest by his statement.

Pledges of the local cabinet ministers have been broken so often that the only one left, whose pledge is worth anything is Archie McNab. Archie threatened to resign if the university didn't go to Saskatoon. He didn't have to resign so that his record is still good regarding his redemption of promises.

Canned foods sometimes meet with disfavor owing to reports that they are not free from the tin in which they are packed. Recently S. B. Schuyler, an English authority, investigated these foods in a scientific way. He finds that in some tinned foods there is a grain of tin to the pound of contents. None of the fresh foods examined by him contained as much as a grain, but meat extracts.

## CHILDREN

In disorders and diseases of children drugs seldom do good and often do harm.  
Careful feeding and bathing are the babies' remedies.

**Scott's Emulsion**  
is the food-medicine that not only nourishes them most, but also regulates their digestion. It is a wonderful tonic for children of all ages. They rapidly gain weight and health on small doses.

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essences and soups had a larger percentage with a mean of about one and one-half grains. The investigation included physiological experiments whereby it was determined that a single grain per pound was not injurious. The general conclusion is that there is little likelihood of chronic tin poisoning from canned goods, although it is true that some cases have been reported.

## PRESS COMMENT

(Tribune)

By degrees the people are beginning to find out the actual cost of constructing the Eastern (government) end of the G.T.P. In 1903 the Government estimated the cost of the Eastern division, which is being built by the government with public money, at \$51,300,000. Up to the end of the financial year of 1908, \$58,391,000 had been spent; twenty million more is being expended in the present year; twenty-seven million is being asked for next year. Here is a total of over one hundred and one million dollars, and the end is not yet. Mr. Borden some months ago, estimated that the cost of this eastern division counting interest, for which the country will certainly be liable, and excluding \$11,000,000 of interest, for which there is a contingent liability, at \$150,000,000, and the facts seem to justify the estimate. The length of this division is 1803 miles. A total cost of one hundred and fifty million figures out at nearly \$85,000 a mile—just about double what it cost the Canadian Pacific to build its short line to Sudbury.

(Calgary Herald)

There is also a peculiar coincidence in the fact that while the three foremost railway builders of Canada came from the United States, the foremost railway builder of the United States went there from Canada. James J. Hill, an Ontario boy, probably occupies the position of being the most statesmanlike and eminent railroad man in America. He is essentially a builder; not a wrecker of railroad properties. His career has shed a lustre on the entire railroad system of the United States, and has perhaps done more towards the rapid development of the Northwest than any other single force. In him, a former Canadian, the Americans who are building up Canadian railway institutions in the west, find their strongest rival and most dangerous adversary.

(Toronto News)

The Gladstone centennial brought out of obscurity an interesting letter from the former Prime minister to Mr. Henry, Clews, the New York banker. It appears elsewhere on this page. Written in 1869, it reveals the attitude of the British government towards the north at the time of the American civil war. As almost the only surviving member of the government of that day, Mr. Gladstone shows that, except in one instance, the cabinet never even considered the question of interfering on behalf of the southern confederation. That instance was this: Napoleon III. proposed an invasion of the Republic of Mexico, whither he had already sent his expedition. Great Britain should join France in recognizing the Southern States as a nation. Such recognition would have probably been the death knell of the Republic. The British government absolutely refused to entertain the idea and in so doing it had the complete approval of Queen Victoria. Many years later at the time of the Spanish-American war, Great Britain rendered the United States invaluable service by declining to join a coalition of European powers against the Anglo-Saxon Republic.

(Grain Growers' Guide)

It is doubtful if the farmers of Western Canada will much longer tolerate existing conditions in the taxation of land. Day by day the hard-working farmer is watching the speculating idler's time fly in the great cities and realizing a princely maintenance from the labor of the farmer who lives near the vacant land and the speculator holds. No person can advance the claim that the present system is fair, by which a man is bonded for leaving his land idle and fined for building a house of improving his property. It does look ridiculous and shameful that such a system should be permitted in this enlightened age. There is no place in North America where the evil is more powerfully felt than on the prairies of western Canada. The farmers today are strong enough to work out their own salvation and if they don't know something now of their strength and it will pay them to use it to further the needs of justice.

Petitions addressed to President Taft asking for absolute pardon of Charles W. Morse who on Monday began his sentence of 15 years in the federal prison at Atlanta, Ga., are in circulation. The petitions set forth that Morse did not intentionally do wrong, that he has repaid his debtors, that the jury found him guilty was already largely influenced by popular clamor and that even though guilty, Morse already has paid the penalty by the imprisonment he served while awaiting for the outcome of his case.

## VARIED RESOURCES OF HUDSON BAY ROUTE

Timber, Coal and Fish in Abundance--Port Nelson the Better Terminus--Nelson River Immense Size and May Be Made Navigable.

The full report of John Armstrong, chief engineer in charge of the survey of the Hudson Bay routes, has been issued by the department of railways. It is full of interest to the prairie provinces in view of the anxiety of the West to have the Hudson Bay railroad constructed.

The information contained in the report increases our meagre knowledge of the northland. An estimate is given of the lumber possibilities of the region which would be tapped by the railroad, also possible agricultural lands and mineral resources. The report says:

## Timber Resources

The first forty miles northward from the Pas has not much timber along the line surveyed, but a considerable amount along the shores of Cormorant Lake on the west and Moose Lake on the east will be tributary to the line. From Moose Lake north and down the valley of the Mitisito River to Settling Lake some very considerable areas of very fine white spruce are passed through. Down the Grass river especially near the northern end, some especially fine timber is met with. Some more scattered areas of fair timber are found between Split Lake and the mouth of the Little Churchill. A rough estimate of the timber actually encountered places the amount at 250 to 300 million feet of logs. An exploration further up the streams away from the proposed railway route would probably increase this estimate considerably. In addition to this, timber suitable for ties has been found almost to Churchill. Down the Nelson River from Split Lake the timber covers the whole country all the way down to Port Nelson.

## Agricultural Lands

Considerable areas of good lands are met with along the Mitisito and Grass Rivers as far north as Split Lake, and from that point northeast along both sides of the Nelson River to Port Nelson.

North of Split Lake towards Port Churchill land suitable for agriculture does not occur, except in a few very small detached pieces along the shores of streams and lakes. None of these lands are likely to attract much settlement in the near future, as they are thickly covered with timber and mostly all requiring more or less draining.

## Minerals

From the Pas northward for the first forty or fifty miles good limestone suitable for quarrying can be found at many points, and would probably be the source of supply for the province of Saskatchewan, and would undoubtedly furnish considerable revenue to the railway.

Northward from this the rock is usually Huronian, and although no deposits of value have been found, highly mineralized specimens have been picked up at many points. If the country is opened up by a railway and made accessible to professional prospectors, minerals of value may be found.

On the east coast of Hudson Bay, Dr. Robert Bell discovered good anthracite coal on Long Island, and bituminous coal has been discovered at Mansfield Island at the western entrance to Hudson Strait. The extent of these coal deposits has not yet been determined.

## Fish and Game

All the lakes throughout the country abound in fish, the principal one being the whitefish. The Hudson Bay cod, sea bass and salmon have been found, but have not been fished enough to determine to what extent they exist. Whaling and seal fishing are carried on largely in the waters of the bay.

There is an interesting description of the streams and waterways of that northern country.

## Streams and Waterways

The whole country north of the Lake is full of rivers and lakes, giving good navigation with the aid of a way line for the carrying on of lumbering and other industries which may be established in the future.

Water power is abundant on all the streams, many affording opportunities for development at a minimum cost. North of Split Lake the streams of chief importance to the railway are the Little Churchill river, and further north, the Deer River. Neither of these is a large stream, but they furnish convenient canoe or boat routes for the transportation of supplies.

The Churchill River, although a very large river, is not very useful as a transport route, except for a short distance near the mouth. The current is very strong, and the river is full of rapids and falls. It is very seldom travelled, even down stream. Probably great power might be developed from it, if required. If the electrification of the railway line were taken up, the Churchill would be a convenient and cheap source of power for the northern division.

The Nelson river may be described as one of the great rivers of the world in regard to the volume of water discharged into the sea. Its length from Lake Winnipeg to the sea at Port Nelson is approximately 400 miles. Nelson is approximately 400 miles from the west it drains its waters from the summit of the Rocky Mountains through the North and South Saskatchewan Rivers and their branches. All the waters of the province of Manitoba are discharged through it, and it also drains an immense area of North Dakota, Minnesota and Western Ontario through the Red River and the Winnipeg River, reaching almost to Lake Superior through the Lake of the Woods and Rainy River. Its discharge has been roughly estimated as about five times that of the Ottawa River at the Chaudiere Falls at Ottawa.

## Another Death

Lawrence Tremblay, a sixteen year old Estevan lad, was frozen to death in the bad blizzard before the New Year. He was working on a farm and was driven to some horses and was caught in the storm. He was found seven miles from Regina by a search party that had been hunting for days.

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## PROSPECTS ARE GOOD

An Observer of the Wind for Over Forty Years Predicts Good Crops This Year.

The Winnipeg Tribune has discovered a crop forecaster with original ideas for use in his prophecies. It is no less than the direction of the wind at midnight on Dec. 31st. This is Mr. Black's theory: "Straw shows which way the wind blows," so they say, but it seems equally true that the wind shows how the straw will blow, according to John Black, now resident in this city, who, taking his cue from the wind says there is every likelihood of a good crop for 1910.

"Now I don't want you to think," said Mr. Black, "that I set myself up as a prophet. Nothing is further from my mind. I am merely going to tell you of my observations for forty-three years past as a matter of general interest, and you can then 'take it or leave it.'"

"Forty-three years ago—I was then farming in Ontario—I happened to see a letter in a newspaper in which somebody said that the direction in which the wind blew at midnight on December 31 was a sure indication as to the coming year's crop."

It was about 8 o'clock on New Year's eve when Mr. Black said this. "This man," Mr. Black continued, "laid down the following rules: If the wind blew from the south or west a good crop would follow, and if from between these two cardinal points the good qualities of both would be blended, a southwesterly wind being the ideal. Similarly, if the wind blew from the north or east bad results might be safely anticipated, the northeast wind being the most disastrous. The man claimed he had watched this for seventeen years and never knew it to fail."

"So I made up my mind to watch it, too. That was in 1866. I have never known it to be wrong once."

"Three years ago—I was then farming at Togo, Sask.—the wind was in the northeast. We had scarcely any grain worth cutting."

Last year the wind at midnight was due southeast. I induced a friend of mine, who had been discouraged by the previous two years, almost against his will, to sow a large quantity of wheat. 'You won't have a bushel frozen,' I told him—and we didn't."

"Just now"—(it was about 8 p.m. on New Year's eve)—"I don't like the look of the wind. It is blowing

strongly from the east with a touch of north in it. But I shall be up to watch it at midnight."

That was the end of the conversation for the time.

Near midnight the wind changed rapidly. It veered fast towards the south; then there was a shade of the west in it at the stroke of 12, with the advent of 1910 it blew fair south westerly. St. John's observatory report also states that the wind was in this direction.

"There's going to be a good year," said John Black, "especially if it stays there for a while."

During the next twenty-four hours there was very little change. What there was was in the direction of the west.

"That settles it," was the old timer's satisfied comment. "The prospects are excellent." But remember the indications are only reliable in the districts in which they are observed.

"Remember also, that I don't claim to be a prophet, but forty-seven successive years' observations seem to be worth something."

BUSE.  
(From our own correspondent.)

Mr. Dave Campbell and Mr. John Dunn and Miss Mabel True spent Sunday evening with Mr. Wm. Davies.

Mr. William Lawrence has gone to Manitoba on a couple of weeks' vacation.

Mr. Frank Knight and family have gone to Grenfell to visit relatives there.

Mrs. John Scott and children have gone to Manitoba for a visit with relatives.

John's Christmas dinner for his old bachelor friends was a huge success.

Mr. Frank Davey is taking care of Mr. Knight's stock for a couple of weeks.

We understand that Mr. Kerr is going to return to the old land in the spring.

Mr. Hugh Stamp spent Christmas day and Sunday with Mr. William Lackey.

We were very much disappointed that neither of our men were able to get in the council, but the bad weather kept many home.

We are pleased to see one of our bachelors setting the rest a good example which we hope they will soon follow.

Mr. Wm. Davey returned home from looking after his son's interests in Creelman.

We are sorry to hear of Mr. Joe Smith's illness. Mr. Chas. Scott is looking after his place.

## PROPOSAL SYSTEM

Grain Growers System of Manitoba--

Representatives of Grain Growers met to discuss the public elevators and presented a report what they considered solution of the problem.

## THE MEMORANDUM

This is the full memorandum submitted to the government. The provincial government, the responsibility for the financial respect to purchasing elevators or erecting both.

It is not intended that the memorandum should provide for the province, for any connection with the maintenance. The government debentures payable years. This would not period since there is in the undertaking would and especially since the is intended not only to of maintenance and expenses, but to provide a well, to care for debentures.

The revenue received operation of the elevators based on what would be met ordinary operating interest on debentures and maintenance, for sinking both. Since the traffic intended to pay the the elevators would, as course, be exempt from.

It has been estimated million dollars would storage sufficient for the requirements of the province on the basis of their day, considerably less than of that amount would. An additional sum for would be necessary.

When legislation is passed the system, debentures would be authorized on the province to that extent 900,000, and supplied as would demand.

The revenue would charge of one and three for receiving, cleaning, wheat, one cent for oat one-half cents for flax, for first with an additional storage thereafter of one-third bushel per day. Under the commission would ance costs. Other sources might be available.

The sinking fund, created the indebtedness would strictly as a sinking fund revenue. For new elevators from year to year such provisions would be a permit of their construction.

THE COMMISSION

The commission would be three members, one from each of the provinces of Grain Growers' association pointed by the government.

Their term of office, life, consistent with education and good conduct.

In the event of a resignation or death of all of the commissioners, vacant positions would be same way as the original was made, by the board of directors of the and appointed by the government.

The administrative commission could be in dismissals made in two (a) The conduct of the is to be subject to the legislature, with legislation by a two dismiss a member of the (b) Where confirmation, statutory declaration, executive of the Grain association, which is able to adjust itself to direct, the executive to the court of appeals vice or three member power to such court member or members, sion if such case be shown for such dismissal.

AUDIT

All accounting and the commission, both initial points, both the examination and provincial auditor.

auditor would not vouch for disbursements had been made. His to examine the whole of the commission at the end of each year consideration of the legal and financial statement of the regular public report setting forth details—with the memorandum erected within the year.