

The West

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WEDNESDAY, JANUARY 5, 1910.

Government Ownership.

Government hail insurance was abolished by the Scott government against the wishes of the farmers of the province. True there was a deficit but the fault was in the system of inspection.

We have placed the ease of government elevators in the hands of a party that made a failure of government hail insurance. Government ownership does not appeal to the liberal leaders in this province.

The Reprimand.

The Leader in his report of the naval debate makes its usual misrepresentation of one of the incidents. It says that Mr. Haultain was reprimanded by the Speaker.

This is what the Leader says was a reprimand. How could there be a reprimand when no offence was committed? Instead of a reprimand, it was an exhibition of littleness and ignorance of Speaker Sutherland.

Another Railway Deal.

Other rows than Manor have been handed railway gold-bricks by the local government in the natural deduction from the following article from the Weyburn Tribune.

"The delegation sent to Ottawa by the Board of Trade to take up matters of importance with the government and with officials of the Grand Trunk Pacific have reported by letter to the secretary, stating that their mission has been successful only in part.

"In regard to the public building—one of the matters to be taken up was disposed of in a very satisfactory manner—Weyburn is assured of a structure that will be a credit to our town. The delegation was assisted in every way by the member from Assiniboia, and much satisfaction is expressed at the outcome of this part of the mission.

they believe to be a direct promise that should the government go good for the bonds, the road would enter Weyburn. According to the bill passed this town is given the go-by in spite of the promise made by the government.

"Just at present the citizens of this community are on their nettle and will be heard from in due course of time.

The Kitson appointment, the "immediate favorable reply" on the judicial district and the G.T.P. railway deal must make the people of Weyburn appreciate their member's influence with the government.

Editorial Notes.

Bulyea as lieutenant governor of Alberta—Saskatchewan's gain is Alberta's loss.

The "progressive railway policy" caused a decrease in railway construction of 300 miles.

Is it reasonable to expect government elevators from a party who abolished government hail insurance? Sawdust wharves in New Brunswick and threshing engines and road scrapers in Saskatchewan are great for the party leaders.

G. H. V. Bulyea wouldn't resign on a question of principle is admitted by the Leader, but that he would accept office in lieu of principle is known by everybody.

Saskatchewan is famous for its wheat production and omnipresent Judge McLogg held courts of revision in five counties and a city on Sept. 13th.

700 miles of new railway in 1908 without a railway policy; 400 miles in 1909 with a "progressive railway policy." Great is the progressive railway policy.

\$250,000 to the province was not inducement enough for G. H. V. Bulyea to introduce party lines, but the promise of a lieutenant governorship made him see his duty clearly.

South Qu'Appelle returned Bulyea by acclamation to the assembly. After Bulyea's treachery this constituency elected Haultain by nearly five hundred of a majority. Where would Bulyea have been had he faced the people he betrayed?

The Leader is in duty bound to defend G. H. V. Bulyea. He made it possible for Scott to become premier. After playing the part of Benedict Arnold to Saskatchewan, he followed the course of that notorious character by accepting office away from the field of his treachery.

What about that judicial district? No one seems to be able to tell whether or not the question has been settled. Wonder how would be the best way to find out? Perhaps the promise given by the Big Ones was merely to get the delegations and banquets of their hands. The board of trade might as well make life miserable for the bunch until they get a definite reply.—Weyburn Tribune.

Press Comment.

(Mail and Empire) Mr. John A. Maclean, a Conservative, has been offered the vacant seat.

FOOD FOR A YEAR

Meat..... 300 lbs. Milk..... 240 doz. Butter..... 100 lbs. Eggs..... 27 doz. Vegetables..... 900 lbs.

This represents a fair ration for a man for a year. But some people eat and eat and grow thinner. This means a defective digestion and unsuitable food. A large size bottle of

Scott's Emulsion

equals in nourishing properties ten pounds of meat. Your physician can tell you how it does it.

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atorship for Prince Edward Island. This is a new departure. The machine has not even called upon the nominee to pay \$10,000 for the appointment. The senatorship is proffered as a free gift. To the uninitiated the occurrence suggests that the Ottawa politicians have broadened out and are becoming liberal. But that is not the trouble. The fact is the Liberal government of the island is in extremis, and Mr. Maclean is one of its most powerful opponents.

Eleven months ago the provincial legislature guaranteed railway bonds to the extent of \$8,000,000. Recently it added over \$13,000,000 to this amount. In other words the province has assumed a railway bond liability of \$21,000,000. That looks like a heavy burden for a province only four years old. Railways we must have, and if they cannot be got in any other way, the bonds must be guaranteed. If it has to do it, the province can carry a liability of twenty million dollars, even though it has no assets. But how much better off would it be had it a valuable public domain, worth at least \$75,000,000 to offset this liability?

J. D. Stewart, M.L.A., returned home Tuesday after attending the sessions of the legislature, and there by earning his \$1,000 in less than five weeks. His most remarkable speech during the session was his defence of his attitude on the C.N.R. crossing in which he admitted that the contention of the State was right but that they could not get the company to go that way. Yet how remarkably inconsistent with J. D.'s known attitude was the admission he had to make on the floor of the House!

The Roblin government is the first of administrations in the Dominion to declare for the government ownership and operation of interior elevators. In doing so it has done well. It has shown itself to be abreast of the times and assuredly will receive the hearty endorsement of the people of Manitoba.

While the Roblin government is the first to act upon the principle, it was not the first to bring the subject within the field of practical politics. That honor must be accorded to Mr. Haultain and his followers in the provincial legislature. In 1908 Dr. Ellis, the then member for Mooseomin introduced the subject into the house by moving a resolution asking for an enquiry into the government elevator proposals. The government, however, voted down the resolution. Early this year Mr. Haultain at Nokomis declared for government elevators, and on several occasions since has reaffirmed his position.

When the subject came up in the legislature several days ago it again stated that government ownership and operation was the only solution for the problems arising out of the handling of grain.

The action of the Roblin government is a splendid endorsement of the Haultain elevator policy. Incidentally it is a proof that the opposition leader does not live in the past, but in the vigorous present. In Saskatchewan the Haultain elevator policy is as progressive as the Whitney power policy in Ontario.

It will be remembered that during the campaign of 1908 the government was severely criticised for its habit of favoring middlemen by buying at high prices property which they had purchased in open market. There was nearly a hundred such cases and the government was busy defending itself and in declaring in cases where defence was impossible that it intended to run over a new lead and be have better. Yet the particular case which was exposed in the public accounts committee occurred in the heat of the election which these promises were being made.

Richibucto is a little New Brunswick village at the mouth of the Richibucto river; it has about 600 of 700 inhabitants and is going downhill. In 1908 the government purchased from the municipal council a very good wharf, paying \$1,500. Close by this wharf was an ancient ruin called the Sawdust Wharf. It had been built forty or fifty years ago out of mill refuse which by this time is thoroughly rotten. The cribwork has been washed away. Not a ship has tied up at it for at least twenty years. Quite apart from the fact that the wharf already bought by the government gave ample accommodation for all traffic likely to come to the village for the next twenty years the Sawdust Wharf was too ruinous to use.

Four or five years ago the owner offered it for \$1,000 to the public works department. The offer was refused on the ground that the price was excessive. A few years ago the owner effected a sale for \$600, but the purchaser went back on his bargain, forfeiting \$50 rather than take the property over.

THE SAWDUST WHARF. In the last week of the session before the Christmas holidays there was exposed in the public accounts committee an extraordinary example of the way the public works department does business under Mr. Pugsley.

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NOTARIES PUBLIC Fred. Thompson of Redvers. Gaston De Jardin of Forget. Charles Eyre of Macklin. James McGregor of Fielding.

COMMISSIONERS George R. Duff of Zelma. Lawrence C. Larson of Eyebrow. Francis Logan of Stoughton. Harold A. Ebbeles of Alameda. Thos. W. Lees of Wolfston. Chas. D. Strong of Berterley. Alfred W. Betts of Canora. John McEwan of Tompkins.

ISSUERS, MARRIAGE LICENSES F. D. Cull of Arcola. George Foster of Ahan. CORONER Malcolm E. McKay of Paynton. STOCK INSPECTOR A. J. Schwinglamer of Bruno.

OUR OTTAWA LETTER.

NAVAL DEFENCE Before Parliament dispersed for the Christmas holidays Sir Wilfrid Laurier announced that the naval defence bill would not be brought down before the 12th of January. Immediately afterwards, Dr. Sproule speaking on behalf of the Conservative party gave utterance to an important pronouncement upon the subject. He said: "I notice that the speech from the throne deals with only one question that might be regarded as new matter, and that is naval defence. On that question as the bill is not before the House I do not desire to intend to make any lengthy observations. Nay, I may say in passing that the speech from the throne rather indicated that the bill would have been brought before parliament long ago, and I cannot understand why the delay at the present time. The governor general said: 'Two members of my government attended the Imperial Conference, called by His Majesty's government on the question of defence. A plan was adopted after consultation with the admiralty, for the organization of a Canadian naval service on the lines of the resolution of the House of Commons of the 29th of March last. The papers will be brought down immediately and a bill introduced accordingly.'

"Well, I would take the language to mean forthwith after the papers had been brought down. But we have now passed five weeks of the session, and although the papers were brought down long ago there is no bill yet. Now I have only to say with regard to that measure that in my judgment what Canada expects is that something should be done immediately and effectively. I am not going to pretend to say what it will be, but it did occur to me at the time that speech was made that the observations of my hon. friend from North Toronto pointed directly to what was perhaps the sentiment of the country on the question then. Therefore, in order that it may be a reminder to the House and the country may I be permitted to refer to those observations, and that is the only remark I intend to make on the subject. The hon. member for North Toronto said: 'Today parliament stands at the gateway. It is not for me to say how grave it is, but I cannot brush it aside. Today it presses itself on the gravest statesmen of the old country, today it appeals to Australia until public subscriptions are taken and the government is being importuned to do even more than its settled policy to meet the emergency, today little New Zealand gives one Dreadnought and offers a second, and today Canada faces that position of peril that imperils emergency. Let me say of my right hon. friend that if, after a careful consideration, he proposes to this parliament a means for meeting that emergency adequately by the gift of Dreadnoughts, let me stand beside him in this vindicating Canada's honor and strengthening the empire's defence. 'I have only to say that I believe the sentiment of the country remains today the same as when these observations were made; and that what Canada desires is immediate and effective action whatever that action may be.'

HELPING A FRIEND D. A. Gordon (Lib. East Kent) spent a few unpleasant minutes in the House of Commons during the budget debate. Major Currie was pointing out the manner in which the Laurier government is fighting power from parliament and placing it in the hands of the cabinet. Already the custom act had been amended so that duties can be reduced, not by act of parliament, but by the will of a cabinet. The money question in England. The next step will be to seek the power of imposing taxation without the warrant of parliament. "They could wreck a business," remarked Co. Hughes. "Of course they could wreck a business," replied Major Currie, "One man carries on a business; he is a good reformer and he wants his material free; that material is admitted free. Another fellow across the road and also happens to be a manufacturer of something of raw material which he would like to have admitted free. But he is a Tory and he does not get any reduction. The hon. gentleman knows that was one of the strongest levers used against the manufacturers of this country in the last election. They were told: You keep quiet; you follow in line with this party; and if you are good we will see if the raw material used in your factory cannot be introduced free. I think this parliament should consider in this budget debate whether it should approve a system of that kind."

Mr. E. W. Nesbitt (Lib. N. Oxford) demanded an instance. Major Currie was prompt to supply it. "Let me point out another instance," he said, "of giving an advantage to a party friend, one sitting opposite me now. We saw last session a bill introduced in this House under which this gentleman was to be allowed to import raw cane sugar and beet root sugar into this country. Is not that helping a political friend?"

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POLITICAL CONTROL Will the political control of Canada in the future be west of the Great Lakes, asks Arthur R. Ford, writing in the January Canadian Magazine. This is a subject of more than superlative interest. It is a practical political problem which is already beginning to disturb the minds of public men, particularly from the Maritime provinces.

In the course of the discussion of the tariff in the House of Commons Major Currie gave a specific instance of the way in which the farmers of Canada are put at disadvantage. "In New Brunswick they have been shipping potatoes into the United States, but the American government has raised the duty on potatoes to 40 cents per bushel and our duty on potatoes coming into Canada from the United States remains at 20 cents per bushel. The Americans send thousands of bushels of potatoes into Canada because their potato crop ripens earlier than ours and yet the Canadian farmers in New Brunswick are practically prohibited from sending potatoes into the United States. In view of such things as this, I ask the House, and I ask the government is it not fair that we should adopt the principle of putting tariff as against tariff?"

THE INTENTION OF CANADIAN FINANCIAL INTERESTS TO FORM A TRUST SIMILAR TO THE STEEL TRUST IN THE UNITED STATES IS REPORTED IN FINANCIAL CIRCLES. Various reasons are assigned for such a concentration of business energies, the principal being the necessity to curtail competition and antagonism to outside corporations who have amalgamated for similar reasons.

It is a pertinent and practical question to ask then, What will the change in the centre of our political equilibrium mean to the future of Canada? If the west is to be dominant, what will its influence be? What will be the effect upon Canadian politics? Will it force a realignment of the parties? Will the influence of the west in solving the great moral, social, economic and administrative questions which the Dominion must face be for better or worse?

A general committee of fifty prominent Conservatives, who will decide on the place and date of the proposed Conservative convention, will meet in Ottawa, about Jan. 25. R. L. Borden, who is naming the committee, is communicating with the leading Conservatives, but will not be able to make announcement as to its personnel for some time yet.

In May 1906, when the general election was pending, the wharf was bought for \$700 by the local Liberal party manager, Thomas O. Murray. He had no money of his own to buy it and was helped to finance the transaction by certain prominent Liberals. Indeed he could not swear that he had paid any of the purchase price himself.

In September, 1908 Murray telegraphed to an official of the public works department at Ottawa asking if the wharf matter had been put through council and adding "it is important for Le Blanc." Le Blanc was the Liberal candidate in the constituency.

In October 1908 in the very heat of the election the matter was put through. The department of public works bought the wharf which had cost Murray \$700 and paid \$5,000 for it. The sum of the matter is this: The government did not need the wharf at any price.

The government refused to buy at \$1,000. The owner was ready to sell it at \$700 to any person. The government could have bought for that price.

The wharf was sold for \$700. The government then bought at \$5,000. This was after the middleman had seen Mr. Pugsley.

It was after he had telegraphed to Ottawa that the sale was of great importance to the Government candidate.

The purchase was made a few days before the election. The man who got the \$5,000 does not explain what he did with the money.

The wharf has neither been repaired nor used since the government got it. It was not needed when it was bought, and is not needed now.

RED TAPE METHODS Ottawa, Dec. 28.—It is plain that the department of the interior is becoming more and more devoted to red tape methods. Mr. Oliver's management is driving even his own supporters to revolt, as a couple of bills introduced by Mr. Turfitt amply show. Mr. Turfitt's explanation of the grievance which his bills are designed to cover may be quoted: "A man goes out and spends a month or six weeks and \$100 or \$150 in locating a quarter section. He selects half a dozen, but there is such a rush now for land that five or six townships may be put on the market on a certain day, and when he goes to the land office he finds perhaps a hundred men lined up at the door. He may be the 40th or 50th in the line, and by the time he reaches the counter every one of the quarter sections he has selected may be taken up. A man beside him suggests another quarter section to him as a good one, and he, to avoid the time and trouble of hunting up another with possibly the same process to be gone through again, makes entry for the quarter section suggested to him, pays the \$10 entry fee and the \$100 on account. He then goes out and looks at the land and finds it worthless."

At present, Mr. Turfitt went on to explain the man is allowed to take up another purchased homestead, but the \$100 which he has paid already is confiscated by the government. Mr. Turfitt is in duty bound, strove to shield Mr. Oliver, but it is known that the real reason for the bringing in of these bills is the unyielding attitude of the Minister of the Interior. Under his management it is becoming a red tape and sealing wax department where rules are much more important than settlers.

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DISCOVERY OF Among the North-Belt tree's.

Prince Albert, equipped balloon, vision sufficient years, Solomon a Swedish aeronaut Danes Island, Sp on July 11, 1897 north pole. Since from him has been though many ex sent out by the in an effort to week a sensation Prince Albert, finding of a balloon of the city, near the Arctic circle, and many are "large white ropes, which fall as described by balloon in which ed by two compa berg, and Jeff when they fell in over twelve years.

Rev. Father Turquert in charge of Northern Saskatchewan MacKenzie river of the starting new and His Lordship this city, is as told to him; Father Turquert, city some time, bishop of his d Bishop, not think did not realize the find and said noth days ago.

Father Turquert Chippewyan and readily understand language. He is north at Reindeer which is almost of the Chippewyan; days travel by Reindeer Lake by seas, or seven day northwesterly, dire Churchill, is the territory is almost sleigh travel from missionary was the new territory, thing of the pastor and the suspicious tribes.

A number of agreed to accompany trip was made, reached after about eling. Turquert small revolver, ment by which he formation of white fore visited by who were greatly interested in the missionary's novelty, closely. The Indian thing that looks in after showing them birds which were thickets, handed in for examination, "thing that white in of the Esk mos, in to one of his comp lied the other, bering where they similar weapon. Inquired Father T interested and anxious of his kind had of the Eskimo land. ed back through an out saying anything speak of the white superstitious about ors. But the C talked with them, best they could the mysterious m seen.

They told that fallen from the sky ered with ropes, and were in it." They the house had talked men who were very shortly after their kinos and they had and are still using their canoes and f

All the time hiding something, anxious to speak of itors. Father Tur his story here, the opinion that he shot some deer or bet arriving, and coming angry had Indians claim all t reserves.

Another story to Father Turquert day developed. W for 25 years has Hudson's Bay post Hope on the Mac Arctic circle, is in that all the Hudson want to be in the dress and his hallo one night a light country, and on ing all the Chippie trick flocked into post to tell of the star that had pas ens so near to the they could hear v light was travelle could see it for se first camp into v last ever heard of Good Hope.

This generally b