

# The West

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WEDNESDAY, DECEMBER 29, 1909

## Party Names.

In a former issue The West aroused considerable discussion by referring to the lack of significance in the names of the political parties of Canada. We claimed that the names had become mere designations and did not indicate the principles of the parties. The following article from the Victoria Colonist is a very fair statement of the history and origin of party names. In a few instances we believe that the Colonist is mistaken, especially when it says that the battle is out of politics and again in reference to the attitude of the Conservatives on the building of the G.T.P. Again when the Colonist forecasts a division of the parties on the question of provincial rights, it forgets that today this question is the leading issue in the prairie provinces and one that will remain so until the federal government places these provinces on an equal footing with the other parts of the Dominion.

Very often just as well called a Conservative, and vice versa, and in some cases even more so. Liberalism has been defined as a recognition of the needs of social and national evolution and a courageous attempt to meet them, and this meets the case very well. But if we test Canadian politics by the application of this definition, we shall find it very difficult to decide which party is which. Historically Liberalism in Canada had its origin in the demand of the people for responsible government.

In Ontario the early Liberals called themselves Reformers; in New Brunswick they were called Radicals; in Nova Scotia the term Liberals was in common use. What was meant by Liberalism and Conservatism was plain enough in those days. The Liberals demanded representative institutions in their fullest development; the Conservatives wished to continue the existing order of things. To the Conservatives the Liberals were little more than rebels; to the Liberals the Conservatives were the representatives of tyranny. When once responsible government had been granted, the distinction between the two parties began to disappear rapidly, until there was virtually no difference between them, except such survivals of personal hostility as had been engendered in the heat of conflict, and the remnant of class distinction which survived the general leveling up process through which the British North American provinces had passed. And thus matters stood at the time of the Confederation.

When there came a new demarcation of parties, for the country was divided between those who favored the union and those who opposed it. This issue obliterated the old lines. The opponents of confederation were composed of the Conservatives, who were opposed to any change, and the Liberals who were hostile to what they believed would be a surrender of provincial rights. It is a mistake to say as some people do, that the Conservatives carried Confederation. In Ontario and Quebec it was brought about by a coalition of the two parties; in New Brunswick it was carried by the Liberal party, and in Nova Scotia a Conservative government agreed to the terms of union without consulting the people. When Sir John Macdonald formed his first administration, he included in it both Liberals and Conservatives, and thus formed what up to a short time ago was called the Liberal-Conservative party. An opposition speedily developed in the First Parliament, and it was composed of representatives of the Ontario Reformers, of the Rough party in Quebec, and the anti-Confederates of New Brunswick and Nova Scotia, and so things continued neither party being very much solidified, until the Pacific scandal, which brought the Liberals into power. This was the first issue in Dominion politics, and was largely of a personal nature, and manifestly it was not a question upon which parties could long remain divided. At the next election Sir John developed what came to be known as the National policy, and thereby a square issue was presented upon which parties could take sides. The Liberals claimed to be Free Traders up to the time they came into power, and there was a semblance of distinction between the two parties on a great principle; but that has now disappeared and the tariff has to all intents and purposes dropped out of politics. Subordinate issues have arisen, but they were of necessity only temporary in their nature. The future historian will not fall to direct attention to the fact that the greatest fight put up by the

Liberals in Opposition against the Conservatives was over the Canadian Pacific Railway, and that the greatest fight put up by the Conservatives in Opposition against the Liberals was over the Grand Trunk Pacific Railway; and he may say that, tested by the definition above given, the Liberals opposed the Conservatives when they were most Liberal, and he may add that the Conservatives opposed the Liberals when they were following the greatest precedent set by the Conservatives. Recently another great question has arisen in Canadian public life, namely that of naval defence, and such differences of opinion as exist in regard thereto are irrespective of party lines.

"This brief and necessarily incomplete review shows how little there is to be inferred from party names in Canada. The very great majority of the people are Liberals, if the definition given of Liberalism above is correct, for we all endeavor to recognize the needs of social and national evolution and aim to meet them. The differences between the two parties is largely a matter of personal sympathy, coupled with a traditional preference for one name or the other. To some extent there are differences over questions of administration, but so far as the principles that ought to underlie the government of a country there are not two parties, but only one, unless we recognize the Socialists as a political party. There is looming up a question upon which there may be a broad distinction by and bye, although it may pass away after a compromise ground has been reached, and that is the question of provincial rights. We do not now mean such rights to better terms, or to the control of the fisheries as are advanced by this province; for these are local in their nature; but the broader questions involved in the interpretation of the British North America Act. At present the indications are that the Liberals from the necessity of their position, may find themselves forced to espouse the cause of the Dominion as against the provinces, and the fact that the Conservatives are in power in several of the provinces, the most active champions of provincial rights. But it is premature to attempt to forecast what may happen in this connection. Apart from these differences, in fundamental principle between the two parties is microscopic.

## The Railway Policy.

From a return furnished by the Department of Railways is compiled the following table showing the increase in the railway mileage of the province during the last three years.

Increased mileage 1907:	
C.P.R.	74.45 miles.
C.N.R.	250.23 miles.
324.68 miles.	
Increased mileage, 1908:	
C.P.R.	392.99 miles.
C.N.R.	150.27 miles.
G.T.P.	369.77 miles.
713.03 miles.	
Increased mileage 1909:	
C.P.R.	128. miles.
C.N.R. operating.	92.57 miles.
C.N.R. track laid.	140. miles.
G.T.P.	60.40 miles.
410.97 miles.	

It will be noticed that the return for 1909 shows that the C.N.R. laid 140 miles of track and are operating 92.57 miles. There is nothing to show whether the 92.57 miles is a portion of the 140 miles or not. If it is the increased mileage in 1909 is only 318.40 miles. The government's policy which was inaugurated at the beginning of 1909 and was to make Saskatchewan a railway checkerboard resulted in a DECREASE OF 302.06 MILES WHEN COMPARED WITH THE WORK OF 1908.

True, considerable has been graded, upon which no steel has been laid, but even adding this would give a total of only 663.17, and no return is given showing the grade constructed in 1908 upon which steel was laid in 1909. From their own reports we find that without the progressive railway policy there was in 1908 put in

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operation 713.03 miles while the stimulating influence of the Department of Railways and "a progressive railway policy" gave the province at most 410.97 miles.

We have a railway policy that resulted in a decrease in the railway construction and that gives the province no control over the rates. As an election policy it was a complete success, as "a progressive railway policy," judging from last year's work it is a complete fizzle.

## The Sawdust Wharf.

Some of the methods by which the Hon. William Pugsley carried New Brunswick for the Liberals are being exposed. Under the present regime that province is the mecca of corrupt politicians, and will be as long as the wily minister of public works has control of the expenditure.

Before the public accounts committee at Ottawa, the manager of the New Brunswick Railway Company swore that in 1908, he bought a sawdust wharf at Richibucto for \$700 and offered it to the Dominion government for \$1,000, which offer was refused. In November of the same year he received \$5,000 for this useless concern, but a Dominion election had shown the government that while useless for commercial purposes it would be a big political factor in the success of the Liberal candidate. So that in this one instance to elect a Liberal member cost the country \$5,000, in addition to the thousands that will be spent to maintain an unnecessary and useless wharf.

Sir Wilfrid may be personally honest, but he has acquiesced in and defended more corrupt deals than any statesman who has held power in Canada. He has received the benefits of political power through such transactions and is as guilty as those who divided the monetary spoils.

## Editorial Notes.

Greater Regina, 1911.

Whitney and Gouin are fighting for provincial rights. Scott and Rutledge are fighting against provincial rights.

If Jack Lindsay of Moose Jaw, had known of the sawdust wharf deal, the Scott government would have paid more for its scrapers.

The North Atlantic Trading Company want \$70,000 to square accounts with the Federal Government. Crumbs won't satisfy the modern Lazarus.

So Billy Grant has got his reward at last. We hope he is in a more contented state of mind than he was the day after the vote on the capital location.

Who can deny that a moral wave has hit Saskatchewan, when the editors of the Leader and Standard are discussing their relative merits as class leaders.

The sawdust wharf deal nettled the middleman \$4,900. Will L. T. McDonald tell the public what are the profits of the middleman in dealing with the Scott government.

The governments of Ontario, Quebec, Manitoba and British Columbia are fighting the federal government for the rights of their respective provinces. Scott obeys his master's voice at Ottawa.

The higher liquor license proposed by the Scott government is not merely a revenue measure. It is a response to the demand of the temperance sentiment. Saskatchewan Phoenix: The government increased the license fee and decreased the taxes a still greater amount. The government revenue is increased, the city, town or village revenue decreased, and the hotel men make considerable gain in the shuffle. This is how the govern-

ment is responding to the temperance sentiment.

A few of the deals of the Laurier government are given below and indicate where the campaign fund is secured that has so debauched the electorate:

Middlemen Government paid.	
First Moncton deal	\$5,375 118,550
Second Moncton deal	8,300 10,400
Halifax deal	18,568 45,400
St. Boniface deal	98,200 220,000
Sawdust Wharf	700 5,000

It will be seen that the Richibucto politician drew a prize.

Judge Prendergast will likely remain on the supreme court-bench of Saskatchewan. The Manitoba Liberals objected to his translation to that province. They argued that there were no scarcity of applicants for judicial positions in that province, the only scarcity being the candidates.

The grievances of the farmers in the older districts have passed away according to Motherwell. Manitoba has adopted the principle of government owned elevators. According to Motherwell's theory Manitoba must have been recently settled and has inadequate railway facilities.

Eastern financial papers are now busy calculating how much money Canada will get out of the western wheat crop. The Insurance Chronicle of Montreal, records the latest figures of the department of trade and commerce which place the exportable wheat crop from western Canada at 95,000,000 bushels. On that basis the crop will furnish eventually probably from ninety to ninety-five million dollars at Fort William and Port Arthur amounted to 56,497,231 bushels as against 42,515,279 bushels in the same three months of 1908. The shipments were by rail 1,928,304 bushels, and by lake, 45,718,696 bushels, as against a total for the two of 33,299,942 last year. The figures as to the Duluth shipments are not available. Quite a considerable part of the western Canadian grain goes out by that route.

## Press Comment.

That's a great government we've got at Regina all right. Six years ago its members declared Laurier's terms were generous; then they put

a revenue tax on land to get enough money to run things; next they cut the school grants in half; now they are increasing liquor licenses and taking the big end. Yes, indeed, those terms certainly WERE generous—for Laurier.

(Toronto News)

The visit of Sir Lomer Gouin and his colleagues has emphasized two facts. One is that the two provinces have many problems in common. The other is that, regardless of party the two provinces are united against federal aggression. Ottawa of its own accord should cease from incorporating companies with purely provincial objects. Otherwise it might prove feasible to adopt Mr. Taschereau's proposal of a special tax on corporations properly provincial which go to Ottawa for incorporation. Undoubtedly there is room for harmonizing of provincial laws and provincial methods of taxation. As regards forest preservation and the control of water powers, Ontario and Quebec have much in common and cannot do better than work together.

(Ottawa Citizen.)

The Kaiser's sailor brother, Prince Henry, denounces in heated terms the statement that, in the wardrobe of every German battleship, the officers drink an after dinner toast to the day when they shall meet the British fleet in battle. Prince Henry's denial is technically correct, the toast is simply "To the day," and is drunk in silence. There has been no official definition of what the toast means, but individual officers have boasted of its significance. While his Royal Highness was making such indignant denials of this mere detail in the articles which are being published by Blackford, he might have done much more to allay the apprehension of the British people by denying, if he could, the reason ascribed by the same writer for Germany's feverish naval war preparations. Prince Henry's denial reminds us of the outraged individual who comes into a newspaper office and righteously denounces the police court reporter for stating that he had been fined for beating his wife, serene in the assurance that it was not his wife but his mother-in-law that he beat up.

(Mail and Empire)

If we want to know how it is that under the Fielding administration of the finances our expenditures have risen from \$43,000,000 to \$133,000,000 per annum, it is only necessary to watch the revelations made before the public accounts committee at Ottawa. An illustration was given in the case of the "sawdust wharf" at Richibucto on Wednesday. The government did not need the sawdust wharf at Richibucto. But it bought it for \$5,000, not however, from the owner, but from a middleman, who got it from the owner for \$700. There was a graft of \$4,300 on this \$700 transaction. That is to say, we paid seven times the proper price for this property. Sir Wilfrid Laurier allows the treasury to be looted; but an honest trustee would have someone in jail for robbery such as this.

(Toronto News)

Mr. Haldane, the minister for war in the present government, divides the British electorate into four classes—twenty per cent. keen Unionists, forty per cent. more or less affiliated with either party, but ready to listen to reason, and twenty per cent. highly detached and difficult to get at. With sixty per cent. of the voters open to persuasion, party organization must be in a fluid condition. Such a classification emphasizes the uncertainty of the outcome in the present contest. It is proverbial that the English electorate swings violently from one pole to the other, and it is to be remembered that in the last general election the Liberals obtained a parliamentary majority out of all proportion to their popular majority throughout the country. From these considerations the Unionists extract much cheer.

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\$1.75	\$1.15
\$2.00	\$1.35
\$3.25	\$1.45
\$3.50	\$1.65
\$3.95	\$2.25

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Reg. 75c values	Sale price
50c	50c
\$1.00	55c
\$1.50	\$1.00
\$1.75	\$1.15
\$2.00	\$1.25
\$2.50	\$1.63
\$3.00	\$1.95
\$3.25	\$2.25
\$3.50	\$2.45
\$4.00	\$2.75
\$4.50	\$2.95

## Women's and Children's Wool Hosiery

Reg. 50c values	Sale price
25c	12 1/2c
30c	18c
35c	30c
40c	35c
45c	35c
50c	35c
60c	37 1/2c
75c	50c
80c	65c
\$1.25	80c

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25c	12 1/2c
35c	30c
40c	35c
45c	35c
50c	35c
65c	37 1/2c
75c	50c
80c	65c
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