WEEKLY LEADER

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Regina, Wednesday, March 6, 1907

A TERRIBLE INDICTMENT.

As a result of inquiries made by the Department of Agriculture with a view to ascertaining the amount of last year's crop actually shipped and the amount still in the farmers' hands, the fact appears to be fully established that at least half of the total wheat crop of 87,000,000 bushels is still unmarketed and in the hands of the growers, while the elevators at nearly every point are full to overflowing and unable to take in another bushel until the railways do something in the way of moving the crop out of the country.

The statistics gathered together are furnished by the Saskatchewan Grain Growers' Association, agricultural societies, boards of trade and village overseers, and afford a representative idea of the deplorable state of affairs which exist throughout the province in consequence of the car shortage. From every point the same tale is told of cars ordered but never received, of elevators full to the roof, of temporary bins filled to bursting, of wheat lying out upon the snow-covered ground.

Almost without exception the complaint is made that the break-down of transportation has been absolute and infinitely worse than that of last year. Reports from several points state that as much as 75 per cent. of the crop is still in the hands of the farmers.

It requires no wise-acre to see the inevitable consequences of such a state of affairs and the immense loss to the farmers of the province which must assuredly result from the failure of the railway companies to fulfill their obligations as common carriers.

Altogether apart from the direct losses which will follow upon the deterioration of grain owing to exposure, the disarrangement of the whole agricultural and commercial systems of the country is extremely serious. Farmers will be hauling grain this year when they should be summer-fallowing, and the tightness of money owing to the locking up of over $10,000,000 of money which the farmers would ere this have been putting into circulation, must very seriously hamper the merchants and commercial houses of the province and to some extent hinder development.

So far the only explanation given by the C.P.R. of their failure to carry out their obligations to the people of this province, is the extraordinary statement given out late last fall by second vice-president Whyte, when he said in extenuation of the grain blockade that the company was using its cars for the carrying of coal. Of the truth of that statement, however, we have had little evidence.

To the C.P.R. the failure to take out the crop may mean little. They figure, doubtless, on taking it out anyhow eventually, and though the farmers may have lost by the delay in marketing their grain, the C.P.R. we may take it for granted will still exact their pound of flesh in the way of freight charges for every bushel carried. But to the farmer the failure of the C.P.R. means much, both directly and indirectly. The following statement from Carron to the Department affords some idea what the blockade means to the farmers:

"Conditions are bad, bad; never worse. Practically blocked since December 19th. Relief to be effective must be speedy. Scores of farmers have marketed no wheat and are at their wits' ends for money. Wheat stored in temporary bins will be seriously damaged unless moved. Can you do something? This is no child's play."

That is a typical example of the reports received and it is surely a terrible indictment of the Canadian Pacific Railway. What does the company propose doing in the matter? Will it persist in its mad policy of under-equipping its lines in the face of such words as those? Will it continue to endeavor to put off the people by such flimsy explanations as that offered last fall? If it does, then it will perhaps find out too late that it has overestimated the forbearance of the people of Saskatchewan.

EXCELLENT LEGISLATION.

It is evident from the class of legislation already brought down to the Assembly by the Government that the session of 1907 will be noteworthy for the excellence and strength of the new Acts that will be placed on the Statute books. It will be known as the educational and judicial session by reason of the fact that a new judicial system is being created, while provision is being made to extend the scope of our present excellent educational system, making it even more efficient and bringing its advantages within reach of a still larger percentage of the population. Important advance steps along the line of providing for the higher education of the youth of the Province are also being taken. "The University of Saskatchewan" is being inaugurated; provision is being made for collegiate institutes and larger, better equipped and more efficient high schools in the Province; the work of the primary schools is to be assisted so that every possible inducement will be afforded people to organize schools and thus provide their children with the best equipment for their life work whatever that may ultimately prove to be.

For ourselves we must confess to having a much greater interest in the proposed legislation relating to education than that which has to do with the judicial system, important as the latter undoubtedly is. It is better to make good citizens, useful citizens, intelligent citizens than to provide the means of correcting and punishing them for not being good, and although education alone does not and will not make good citizens it is certainly one of the greatest forces in the world today in that direction.

We congratulate the Government on the foresight and statesmanship which has resulted in the legislation now under consideration in the House, and at the same time and no less heartily and sincerely do we commend the general attitude of the Opposition in their reception and criticism of the proposed legislation. There are some questions where the Government and Opposition are of necessity drawn up in battle array, but when such matters as the judicial systems of the province are under consideration both should take and it is a pleasure to know that they are taking, high ground and not endeavoring to make party capital out of questions which should be entirely removed from such things.

THE ART OF RESTING.

In taking "rest" as the subject of one of his discourses yesterday at Knox Church, Mr. Henry perhaps touched upon what may well be considered one of the greatest needs of average humanity at the present time, when the "strenuous life" is looked upon as being the only one worth living and the "hustler" as being the only man who counts.

The dominating spirit of modernity is a restless one, urging us on at break-neck speed, often we know not why or whither. To be in motion, to have a full head of steam on and experience the feeling of covering ground, that appears to be the all-prevailing characteristic that marks out the modern man, aye, and the modern woman equally. The direction in which the spirit drives varies, of course, with the driven, but the basic instinct is pretty much the same right through—the desire to "arrive," to be recognized by one's fellow men as having achieved success along some particular line, the accumulation of dollars, the storing up of wisdom, the acquiring of political power, social supremacy or some other of the hundred differing ambitions which possess men according to their personalities.

On the whole, perhaps, the modern spirit with its impelling tendency is to the good. Certain it is that the accomplishment of much that is good can be directly traced to it. But it brings with it, as undoubtedly it was never brought home to mankind before, the need of rest. And how few there are who really understand the meaning of the word, who know what it is to actually enjoy the blessedness of rest. All seek it, just as all seek happiness. But many never experience its bliss until their eyes close in the last, long sleep, while many others have to be satisfied with a poor, pale counterfeit long distant from the thing they crave and seek. To only a few, indeed, is it given to enjoy the full joys and benefits of rest.

Rest is not mere somnolence, inertia, hours of idleness, though only too frequently that appears to be the mistaken conception of it. The gentle Cowper—perhaps England's "restfullest" poet—fully recognised that fact when he wrote:

"Absence of occupation is not rest;
A mind quite vacant is a mind distressed."

Mere lotus-eating is not resting.

Rest, properly understood, is an appreciation of the power of contrast, the ability to change one's environment without necessarily leaving one's chair. The idea that a man must go to the Rocky Mountains or the Coast in order to obtain a "rest" is a very common but very mistaken one. As an old writer has very truly said, we carry within us, did we but know it, all the wonders of great Egypt and all the miracles of all the ages.

Perhaps nowhere is the great art of resting so little known and practiced as out here in the West where every one seems possessed with a feverish anxiety to be doing. Yet, surely, nowhere is there greater need of it. The average western man does not know what rest means. He carries his business about with him wherever he goes; you find it the predominant note in his home; he carries it with him into society; it appears to cling to him as tenaciously as the burden of his sin clung to the back of Christian. That he, his business and all with whom he comes into contact would benefit would be but learn to "rest"—who can doubt? The exact form which his rest will take will vary with the man. With one a flower garden may provide the blessed gift, with another a book may prove the means of getting away from everyday tasks, while for yet others music will open the gates to the sought for land. There are a hundred ways of getting there and each must choose his own. The important thing, after all, is to get there.

TO CURB THE TRUSTS.

William Jennings Bryan, in a recent article on "Our Dual Government," advocates even more strenuous measures than those proposed by President Roosevelt to curb the trusts. Congress, Mr. Bryan asserts, has complete authority in respect of interstate commerce, and its legislative power to regulate it in the interest of the people has been upheld by the courts.

Mr. Bryan, on proof that any corporation or corporations had become a monopoly, or that any combination of interests had violated the anti-trust laws, would withdraw from the offending class the right to ship goods on inter-state roads, to use the telegraph lines or the United States mails. He would withdraw from these monopolies all transit facilities, and thus destroy them.

In anti-trust legislation, says Bryan, there is a real evil to be corrected and a real public sentiment to be satisfied.

"Congress has power," he continues, "to control interstate commerce, and the decision of the supreme court in the lottery case leaves little doubt that that power can be so exercised as to withdraw the interstate railroads, telegraph lines and mails from corporations which control enough of the product of any article to give them a virtual monopoly. No assault upon the authority or contraction of the sphere of the State can be justified on the ground that it is necessary for the overthrow of monopolies. Federal remedies should supplement State remedies; they should not be substituted for State remedies."

A PRAISEWORTHY ENTERPRISE.

The world as regards the human problems which it presents is, as in its physical aspects, full of extremes. Great Britain, for example, has its unemployed problem always urgently crying for solution. Canada, on the other hand, has its labor famine. In the Old Country are thousands and thousands of respectable men crying for work and finding none, save perhaps of a spasmodic character, while here in this new land of promise work is calling for men, men.

It seems reasonable to suppose that the solution to the one problem should be the solution to the other, and this to a certain extent is what is happening. The out-of-works of England are year by year in greater numbers becoming the prosperous citizens of Canada and assisting in the development of a country, in which development the question of labor bears so important a part.

The part being taken by the Salvation Army emigration department is by no means inconsiderable and the gratitude and so far as possible the assistance of the public both here and in Great Britain should be afforded the Army in its highly laudable undertaking.

The class of men being helped out to this country by the Army is in every way highly desirable, as the record of Army emigrants goes very strongly indeed to demonstrate. Canada expects, and very rightly so, to be the camping ground of undesirables, while she is quite willing to receive men prepared to work in order to better themselves and who incidentally in so doing will also help in the betterment of the country by assisting in the tilling of its idle acres and the development of its other limitless resources.

The emigration department of the Salvation Army is one deserving of every encouragement.

A COSTLY LESSON.

Man learns by his calamities. Each new catastrophe teaches some lesson, though often it takes several repetitions to drive the lesson right home.

The recent fire at Hochelaga Protestant school in Montreal in which the lives of sixteen little children were lost as well as that of their heroic teacher, Miss Maxwell, who gave her life in the vain endeavor to save the lives of those under her care, was one of those lessons which stagger humanity by their appalling awfulness.

Only those who witnessed the heart-rending scene as one after another of the charred corpses of the tiny scholars were brought out of the ruined building by the firemen, can realise even in part all that hideous holocaust meant. Only the heart-broken mothers who at the noon hour had seen their loved ones laughing and happy as only children know how to be, can do that.

A feature of the Montreal catastrophe, a feature unfortunately too frequent in such cases, was its apparent needlessness. Seventeen human lives were sacrificed, put to excruciating tortures, and all for lack of the most common and elementary precautions. In the top storey of the building were gathered together a number of infants for whose safety in the event of fire practically no provisions whatever appear to have been made. Fire escapes there were none, nothing in the shape of a fire drill seems to have been in force in the school; no proper fire alarm was sounded. The result was inevitable. On the outbreak of fire chaos reigned and not the almost superhuman efforts on the part of the brave lady principal to save her small charges could avert the tragedy that followed.

How many schools throughout the country today are any better prepared in the event of fire breaking out than was the Hochelaga school? We fear, indeed, only too many. What is the position here of our Regina schools? We believe in many respects no better. True, an efficient fire drill is maintained, which on an outbreak of fire would greatly facilitate the getting out of the scholars, but the value of a fire drill can never be properly estimated until the hour of necessity arises.

Surely a building like the new Victoria school should have a full and proper equipment of fire escapes. The occasion may probably never arise for their use, but they should nevertheless be available. The government very properly refuses to grant a license to a hotel unless provided with fire escapes, and the need of such safeguards is every bit as necessary in a school building with several hundreds of scholars gathered within its walls. Fire escapes cost money—but what money can compensate the mothers of those Montreal children for the loss of their dear ones? A fire escape is always of so much greater value before than after a fire.

[Since the above was put in type it was decided at a special meeting of the Public School Board to equip the new Victoria School with two fire escapes. It is also gratifying to know that the kindergarten class and the younger children occupy rooms on the ground floor near the front and rear entrances, while older pupils are placed in the classrooms upstairs.]

A WORD ABOUT OURSELVES.

The Leader yesterday celebrated the twenty-fourth anniversary of the founding of the paper. Volume 1, Number 1, made its appearance on March 1, 1883, and regularly since that date it has made its appearance, recording in its columns the growth of Regina and the Great West. It was the pioneer paper—The Leader—in Assiniboia. Of the newspapers of Saskatchewan it is only exceeded in age by one, The Saskatchewan Herald, published at the former Territorial capital, Battleford.

The Leader has grown with the growth of the city and the country and has ever been foremost in telling of the growth of the West and championing its interests. Needless to say it has not pleased everybody. In fact it has not tried to do so, for a newspaper which endeavored to do this would be a poor thing indeed. But it has steadfastly upheld and fought for what it believed to be right and in the public interests. In following this course it has received the hearty and ever increasing support of the people of this country.

A little over a year ago an advance step was taken in the publication of The Morning Leader, the only morning paper in the province. Its growth from the outset has been phenomenal and in point of circulation and advertising patronage has exceeded our most sanguine expectations. Starting only sixteen months ago as a four page paper, The Morning Leader yesterday carried paid advertising alone equal to an eight page paper.

Without making any unduly big promises the management promise that the paper will remain in the forefront and will continue to improve. Whatever we receive from the public in the way of financial support through subscriptions and advertising—and we heartily express our thanks for the splendid support we have been accorded—will be given back in the form of a better paper.

ONE-SIDED GROWTH.

In view of the preliminary report recently issued by the Provincial Government showing that unless the farmers of Saskatchewan are afforded instant relief in the way of car accommodation for the carrying out of their wheat, a very considerable loss will be incurred by the ruin of the immense quantity of wheat at present stored in temporary bins, the Railway Statistics issued by the Dominion Government in the shape of a blue book form a most damning indictment of the railways of Canada, showing as they do lack of sufficient effort on the part of the transportation companies to make their rolling stock keep pace with the growth of business they have been called upon to handle.

In 1896 the total number of tons carried was 24,266,825, with a revenue to the railway companies from that source of $32,368,082, while the number of passengers carried was 14,810,407, from which source of revenue the railways derived $13,747,773. In the ten years ending 1906 the tonnage carried increased to 57,966,713 representing earnings totalling $81,433,115, while the number of passengers carried increased to 27,989,782, showing earnings to the railway companies of $33,392,188. In both cases the revenue has more than doubled during the ten years, that from passenger traffic actually trebling in that period, with regard to the actual traffic handled the freight carried has considerably more than doubled in the ten years, while the passengers carried have only just fallen short of doing so.

What have the C.P.R. and other transportation companies done in the way of providing engines and cars to ensure an expeditious carrying of this enormously increased and continually increasing volume of business? With an increase of over a hundred per cent. in their traffic what increase have the railways made in their rolling stocks? The blue book tells.

In 1896 the total number of engines in Canada was 2,044, while for 1906 the figures given show a total of 2,981, an increase of less than 900. Cattle and box cars in 1896 made a total of 36,791, increased last year to 61,929, or 11,653 cars short of the 100 per cent. increase which the increase in freight during the ten years would seem to have made it imperative upon the railways to provide.

And in addition to the 100 per cent. increase in traffic for which the railways were in duty bound to have made adequate provision, the fact that the mileage over which that traffic has to be conducted has increased to the extent of over 5,000 miles should also be taken into consideration, though the doing so only adds to the seriousness of the dereliction of duty shown on the part of the railway corporations.

Meanwhile the farmers and the public generally have to bear the brunt of the companies' niggardly policy.

HOW BILEANS SAVED A FIREMAN

Many a man has escaped perils of fire and ocean to fell a prey to disease. Bileans saved Fireman J. R. Flanagan, of Raglan Road, Kingston, from this fate. He says: "I suffered terribly from indigestion and constipation. After food I had acute pain, a sensation of weight at the stomach, and belching, followed by a worn-out languid feeling. My bowels would not work healthily, and headaches were common, and I fell into a weak, worn-out state. What would have happened to me but for Bileans I don't know. One box of this vegetable remedy greatly improved me and a few boxes cured me. I have now gained weight and am quite restored." Bileans also cure piles, female ailments, anaemia, spring debility, blood impurities, pimples, eruptions, and all kidney troubles. All druggists and stores at fifty cents a box, or from Bilean Co., Toronto, for price.

SHERIFF'S SALE.

IN THE SUPREME COURT OF THE NORTH-WEST TERRITORIES—JUDICIAL DISTRICT OF WESTERN ASSINIBOIA, To wit:

By virtue of a writ of execution, issued out of the Supreme Court of the North-West Territories, Judicial District of Western Assiniboia, at the suit of

ROBERT SINTON, Plaintiff

and

M. MOODY and JOHN MOODY, Defendant,

and to me directed against the lands of Maria Moody, one of the defendants, I have seized and taken into execution the following lands, namely:

All the right, title and interest of Maria Moody, one of the above named defendants in Lot Number Twenty-Three (23) in Block Number Two Hundred and Thirty-Eight (238) in the City of Regina in the Province of Saskatchewan and registered in the Land Titles' Office at Regina as No. G. 763, and ated the Eighteenth day of July, A.D. 1905.

Which I shall expose for sale on Tuesday, the Twenty-Third day of April, 1907, at the Court House, Regina at the hour of 12 o'clock noon. Terms cash.

Sheriff's Office, Regina, Assa., Jan. 23rd, 1907.

JAS. M. DUNCAN, Sheriff.

51-10w.

TEACHERS wishing to secure yearly schools in Alberta and Saskatchewan should register with us immediately. Our Vacancy Register contains appointments at $75 to $200 in excess of what you really expect. Ten direct applications positively guaranteed to each registered teacher. Call and secure our terms. Western Teachers' Bureau. Private Box 71. Darke Block, Scarth Street, Regina.

FOR SALE—¾ Sec. improved farm, first class buildings and water, in the famous Loon Creek district. Wheat 45 bushels per acre. $27.00 acre, $20.00 cash. E. H. Tompkins,

NOTICE TO SUBSCRIBERS

If the label on your paper reads 1908 is an acknowledgment your subscription is paid for in advance. The management of this paper would appreciate if all delinquent subscribers would pay up promptly. Remember a pretty picture will be mailed to new subscribers or those renewing their subscriptions.

THE LEADER PUBLISHING CO.

WANTED

WANTED—A teacher for School District at Lenora Lake, Taylor School District No. 1473. Apply to Mathias Butala, Lenora Lake, Sask. 2-4w.

WANTED—A first or second class teacher, male or female. None but Protestants need apply. Duties to commence 1st April and continue for eight months. Apply stating salary and qualifications to W. T. Petrie, Lumsden S. D. No. 211, Lumsden P. O. 3-3w

WANTED—Teacher for Chrystal Springs S. D. 934 for term of eight months. Duties to comence April 1st. Apply stating salary and qualifications to Robt. Brown, sec.-treas., Bender, Sask. 3-3w

NOTICE.

Take notice that it is the intention of "The Western Hardware Company, Limited," to make application under the provisions of The Companies Ordinance for a change of name from that aforesaid to "Peart Bros. Hardware Company, Limited."

Dated at Regina this 28th day of January, 1907.

MACKENZIE, BROWN & THOM, Advocates for Applicants, Regina.

51-54w.

WANTED—A teacher for Southey S. D. 1617; duties to commence April 1st. Apply stating salary and qualifications, etc., to Sec'y H. B. Chandler, Southey, Sask. 4-2w

FOR SALE—Oxen; 2 miles southwest Police Barracks; at the Buffalo Ranch. Address Buffalo Ranch, Regina. 2-4w

CLARK'S PORK AND BEANS Are fine—try them plain or with Chili or Tomato Sauce.

Attacked in Parliament regarding his western land speculations as disclosed by the Insurance Commission, Mr. Fowler has retorted with a threat to expose the private morals of certain members of Parliament connecting them with "wine, women and graft." If this is the best that Mr. Fowler can say in explanation of the charges made against himself, he must indeed be hard up for a defence. As for the courage of a man who would hide his own obliquity behind the hinted wrong-doing of another—well, it is hardly suggestive of that high moral tone which we would like to see in our legislators.

The United States has decided that tinsel postcards can no longer be sent through the mails, unless they are enclosed in envelopes. It is high time the abominations were stopped in Canada as well. It is said the postal clerks complain that the bronze powder used in tinseling the souvenirs works off and floats into the eyes, nose and mouth, causing them trouble. While souvenir and picture postcards may serve a useful purpose in many ways, there is no reason why these tinsel cards and the vulgar atrocities seen in the book stores should be permitted in the mails.

MEDICAL.

D. LOW, M.D., C.M., McGill University. PHYSICIAN AND SURGEON. Office—Scarth St., 2nd door south Post Office. Office hours—From 9 to 10 a.m. 2 to 3 and to 8 p.m.

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ROSS & BIGELOW Barristers, Advocates, &c. Offices: Corner South Ry. and Rose Street, Regina. ALEX. ROSS H. V. BIGELOW, M.A L.L.B

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HAULTAIN & CROSS, Barristers, Solicitors, Notaries Public, etc. Office in Western Hardware Co. Block, South Railway Street, Regina, Sask. F. W. G. HAULTAIN, K.C. A. CROSS

WATKINS, CARMAN & EMBURY, Barristers, Solicitors, Notaries, &c. Offices:—Glasgow House Block, Regina Branch office at Lumsden. J. F. L. EMBURY WM. B. WATKINS R. A. CARMAN.

REGINALD RIMMER, Barrister, Advocate, Notary Public, formerly legal adviser to the Lieutenant Governor of the N.W.T., and of the Department of Indian Affairs. Strathcona Block, Scarth St., Regina.

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MISS C. W. WOODWARD, Pupil of Prof. Albert Reakes, Guildhall School of Music London, England. Teacher of Singing and Pianoforte, Lorne Street.

FRATERNAL SOCIETIES.

KNIGHTS OF PYTHIAS. Capital City Lodge No. 3 meets first and third Thursday in each month at Masonic Hall. Eight o'clock sharp. Visiting Knights welcome. W. F. McGregor, K.R.S.

INDEPENDENT ORDER OF FORESTERS Court Wascana No 1375

Meets 2nd and 4th Wednesdays of each month. Visiting Brothers welcome.

SMITH AFERGUSSON BLOCK

—Special subscription offers for Weekly Leader from now to Jan 1st, 1908. See advt. in another column.

Mechanics, Farmers, Sportsmen:

To heal and soften the skin and remove grease, oil and rust stains, paint and earth, etc., use the "Master Mechanic's" Tar Soap. Albert Toilet Soap Co., Mfrs.