

The West

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WEDNESDAY, APRIL 14, 1906.

The University.

The question of the location of the university has been settled and the majority of the governors in their wisdom have decided in favor of Saskatoon.

The governors were selected by the government with the end in view that has been attained. Does anyone deny that the university location was not decided some time ago? The voters of Saskatchewan did not want A. P. McNab for their member, but they did want the university to be located there and to attain their end they were contented to swallow; and in a way we don't blame Saskatchewan. They were after what they considered a plum and they got it.

What of the government though? Why did they not come out boldly, and locate the university instead of hiding behind the board of governors? Why should the future of the university be at the mercy of political exigencies?

As a result of the locating of the university at Saskatoon, we have no hesitation in saying that the government has not considered the best interests of the institution, and that the university's prospects have to a great extent received a very noticeable set-back. For this the government is responsible. The disadvantages which the university will work under at Saskatoon cannot be overcome for many years, no matter how many prizes and scholarships the governors offer. Does that matter to the government? They will probably carry Saskatoon more easily at the next election. That is how this government does its business—in the light of political advantages to be gained.

We congratulate Saskatoon upon its achievement, but we deplore the disadvantages which the university has to work under and the set back it has received as a result of the action of the small minded men who occupy the position of power at the present time.

What for the People.

In the discussion on the loan of ten millions to the Grand Trunk Pacific, Hon. R. L. Borden, asked the government the very pertinent question: "What are you going to do for the people?"

Everything the government had done had been done in the interests of the shareholders in the railway. Here is what the people have contributed to the railway:

Government's total guarantee, \$65,000,000.

Government loan, \$10,000,000.

Interest for seven years on mountain section, \$13,413,750.

Cost of eastern section \$100,000,000.

Total (approximately) \$270,000,000.

The Grand Trunk Railway had guaranteed only \$28,750,000.

In other words, the Grand Trunk which provides a guarantee of \$28,000,000, out of a total of about \$300,000,000, is to receive for this assistance \$28,000,000 common stock, while the people of Canada who are providing nine-tenths of the expenditure and guarantee are to receive no share whatever in the profits arising from the future development of the road. The people have not even a voice in the fixing of rates.

The \$28,000,000 stock held by the Grand Trunk in consideration of its guarantee will at no distant date be worth \$100 a share. That is what the company will receive for its guarantee of \$28,000,000 fully secured,

ed, but the country gets nothing for its guarantee and investments of \$270,000,000 a great deal of it practically unsecured.

The Grand Trunk Pacific railway must be completed it is true, it must be completed expeditiously. The question is, should the people who have provided nine-tenths of the cost of the road turn it over when completed to a group of individuals who twice failed to keep faith with the country?

Reaping As We Have Sown.

Apparently parliament can see no solution of the Grand Trunk Pacific problem other than that now before it, says the Mail and Empire. To refuse help and thus to stop the work would not of course, be wise. We are committed to the payment of huge sums of money through the guaranteed bonds, and if the enterprise were to come to a standstill the interest on these bonds would be required of us, and the result would be a much heavier call upon the treasury than that which is now made. To take over the road is impossible. The project is governed by an agreement which has been formally ratified by parliament, and this understanding cannot be violated.

Under the contract the country is unable to assume control. All that the government can do if the company fails to carry out its obligations is to call in a receiver, and to allow him to run the road. If this official cannot make both ends meet we have to pay the deficit. If, on the other hand he has good luck, and clears off all the outstanding liabilities, the line goes back to the company. The taking over of the railway is thus out of the question. At all events, such a course cannot be pursued without a breach of the law.

Under the circumstances there appears to be nothing for it but to advance the additional \$10,000,000 required for the prairie section. With this money provided our investment in the undertaking becomes pretty large. In the first place we are paying for the entire eastern section from Winnipeg to Moncton, and are giving a seven years' rental for no thing. This means an obligation of \$180,000,000. Then we guarantee bonds to the tune of \$18,000 a mile on the prairie section, and give a further guarantee on the mountain section of three-fourths of the cost of construction. This, with the new \$10,000,000 loan, means another \$90,000,000 added to our share of the financing. Altogether the country so far as can now be calculated, has to bear a responsibility made up of obligations of various kinds aggregating \$270,000,000. And this is the enterprise which, according to Sir Wilfrid Laurier, was to cost us \$18,000,000 "and not a cent more!" It is the scheme which Mr. Fielding as-

ured us would really call for \$8,000,000 net, because that sum properly invested would produce the \$18,000,000 of which Sir Wilfrid had spoken.

In the loan transaction we have a very admirable example of the methods of Finance Minister Fielding. We are to pay out the \$10,000,000 for Grand Trunk Pacific bonds at a discount. It will be necessary to give our note for \$11,000,000 in order to get the \$10,000,000 with which to buy the railway bonds. This is something like the operation which is going on by way of the eastern end of the Grand Trunk Pacific. We are borrowing money at 3 1/2 per cent. for this work, and are under contract to accept from the Grand Trunk Pacific 3 per cent. only upon our investment as the rental of the road. The state of affairs is anything but pleasant to contemplate. But we must not forget that we agreed that "Laurier should finish his work."

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Cream Baking Powder
Made from cream of tartar derived solely from grapes, the most delicious and healthful of all fruit acids.

The Canadian officials investigated the case and found that the writer of the letter was a man who had left his home in England for Winnipeg to work as a farm laborer. He was offered work on something like sixteen farms, and went out to one of them, but left the night after his arrival because the cooking was not done by a woman. He then telegraphed for money to take him home, and when he left Winnipeg he complained chiefly because of the high price of beer. Although he posed as an authority on the condition of the unemployed in Toronto and Montreal, it was shown that he only passed through those cities on a train, waiting long enough to make connections. It also was shown that on his way out he had a serious quarrel with the steward of the ship over the price of beer. It seems a pity that for such men should be permitted to belittle this country by letters to the press.

(Calgary Herald)
Two prominent western politicians have recently retired from work in fields in which they have been active for many years. Their rates can be held out as examples to aspiring politicians that financially, at least, it pays to "lose the machine."

"Fighting Joe" Martin has probably more abuse from all men of political brands than any man in public life in the west. His stormy career in Manitoba, his far from placid life in the provinces on the western coast is well known. Joe Martin has fought many a lost cause—possibly the reason that he made himself the cause, but whatever the reason, he was a man who was in every sense of the word, independent. He would not tie up to any party, and he has finally left Canada for Britain after suffering many political defeats.

Here follows a picture which can safely be shown to all political "little boys." W. W. B. McInnes has been made a judge. He has a nice position for the rest of his life. The hours are not long and the union scale of wages is sufficient to keep the coyote from the door, and buy gasoline for the automobile. He was numbered among the missing, after the entry lists for the great federal sweepstakes of 1908 had been run. But he has always felt that the protecting arm of the great machine was his strength—he has received the reward of the faith that is in him. No doubt he'll make a first rate judge, too.

(Saskatoon Capital)
The citizens of Saskatoon have always maintained that this city was the most desirable and most logical location for Saskatchewan's great seat of learning. Mr. J. A. Allan, before the governors yesterday, when pressing Regina's claims, made the statement that there were more lawyers there than anywhere else in the province, his main argument for the placing of the university in that city, and was very properly shown by the president that there were other subjects than law to be taught, and that the question would be settled from a provincial, not a sectional standpoint.

The final decision of the governors proves that the claims of Saskatoon were the most valid and by their decision have recognized the fact that our city is the ideal spot for a great educational institution.

Our cordial congratulations are extended to our two members of the board of governors, Messrs. James Clinskill and W. C. Bell. They have done their duty by their city, and when they return there will be no hesitation on the part of all of us who have been so anxiously awaiting the verdict, in extending to them complete evidence of our warm appreciation of their efforts and the successful result of their loyalty to their home city.

In the same spirit our congratulations are extended to Hon. A. P. McNab, our representative in the cabinet of the province. He also has made good, and whether he is responsible for the decision or not, what he promised should happen has come to pass without the question going from the hands of the governors of the university. He deserves all the credit that should be given to a minister of the crown who has made certain definite promises which in the result have been fulfilled.

All classes of citizens, no matter of what shade of politics, were unanimous at the time of the bye-election in returning Mr. McNab without opposition. The Capital and every member of the political party with which we are affiliated, joined in according him an acclamation when the

stitution was understood. There was no question of politics; Conservatives joined with Liberals, and he had no opposition, because he promised in a way that could not be misconstrued, that the university would come to Saskatoon. Since his election, the member for Regina city has stayed in the house and outside that the university would certainly go to Regina and there has been many and continuous heartburnings for months past. All these things are now at an end and we are all ready to give Mr. McNab his full meed of praise and offer him the "glad hand."

The city is also to be congratulated and also the university and its president and professors. Saskatoon is an ambitious city and she has every justification for her honest ambitions. Her citizens are loyal to each other and their city. Nothing is too good for Saskatoon. When the president and his staff of professors come here, they will receive a hearty welcome. They will be received royally and the citizens will vie with each other to make them realize that no mistake has been made in bringing them amongst us. The students will find everything as homelike as it is possible to make it for young people away from their own friends.

The government of the province has for once, at least, as far as we know allowed a matter to be decided in a manner which will leave no room for complaint of unfairness on their part.

Text-Book Commission.
The royal commission has handed out its report regarding the investigation into the Morang school book contract. The decision consists of a lengthy document. They conclude that from the evidence submitted there was no graft in the deal.

The concluding paragraph of their report reads as follows:
"The evidence satisfies us that the Morang set was equal, if not superior, to any readers in use in Canada, and equal to any in the United States. The price paid for the Morang readers was less than the price paid by the government of Manitoba for books of the same character, and which were shown to be inferior in manufacture. The evidence shows, however, that in view of the ordinary life of a book the Morang readers cost more than was absolutely necessary. But what contributed to this was probably the reinforcements, which would amount to about three quarters of a cent on each book. While we submit this fact, we also desire to draw attention to the further fact that the binding, as it was contracted for with Morang Co. was one of the things unanimously recommended by the Text Book committee as set forth in the report made by the deputy commissioner of education; and every member of the committee who was called in evidence asserted that the recommendation was set forth in the report. We therefore merely submit the facts, and refrain from expressing any opinion whether, under such circumstances, the commissioner exercised a prudent discretion in this matter or not, as we conceive it is not in our province to express an opinion upon this subject."

Stomach Distress.
Every family here ought to keep some diapsain in the house, as any one of you may have an attack of indigestion or stomach trouble at any time, day or night.

This harmless preparation will digest anything you eat and overcome a sour stomach five minutes afterwards.

If your meals don't tempt you, or what little you do eat seems to fill you, or lays like a lump of lead in your stomach, or if you have heartburn, that is a sign of indigestion.

Ask your Pharmacist for a 50-cent case of Pape's Diapsain and take one tripartite after supper tonight. There will be no sour risings, no belching of undigested food mixed with acid, no stomach gas or heartburn, fullness or heavy feeling in the stomach, Nausea, Debilitating Headaches, Dizziness or Intestinal griping. This will all go, and, besides, there will be no sour food left over in the stomach to poison your breath with nauseous odors.

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These large 50-cent cases contain more than sufficient to cure a case of Dyspepsia or Indigestion.

Prince Albert, April 11.—The city council at a meeting on Saturday decided to develop water power at Coal Falls, Sask., twenty-six miles below the city. This water power was reported on by C. H. Mitchell, the expert, two years ago, who said ten thousand horse power could be developed for a million dollars. The council has instructed the city solicitor to take steps to secure a franchise from the government and arrangements are being made to get both a water power expert and an industrial engineer to prepare plans and specifications for work. Prince Albert is the only city in the province with such a water power available.

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LAST BUFFALO ROUND-UP
Army of Cowboys Will Make an Effort to Secure the Buffalo which the Dominion Government Has Purchased for Battle River Park.

Edmonton, Alta., April 10.—W. S. Elliott, of Butte, Mont., who is visiting here has returned from an extensive trip through the northern part of Montana, where the remaining 300 head of buffalo purchased from E. Pablo by the Dominion government are roaming the prairies. Mr. Elliott is not as optimistic regarding the capture of the monarch of the plains as is Mr. Pablo, the late owner of the herd, and Howard Douglas, superintendent of parks and forests.

In the course of a few days an army of cowboys, under the personal supervision of Mr. Pablo will commence the last general round up of the shaggy beasts. The country in which the animals are located is a series of mountains and foot hills, dotted thickly with chapparal and sage brush. Once the buffalo are located they will be driven into a large "V" shaped corral, and held there until all are within the enclosure. In the course of time it is hoped that they will be gotten into a small enclosure, and then singly they will be driven into a loading chute, at the bottom of which is the heavy cage in which they will be transported over the hills to the railway station, 35 miles distant.

Forty-two of these wagons have been especially constructed for this work, and the work of loading will take at least three weeks. The wagons are constructed of heavy oak timber resembling railway ties, and each without its load of freight will weigh in the neighborhood of 2,500 pounds, and will need six horses to pull it between the corral and the railway station. At Ravalli the animals will be loaded into special cars.

MOUNT ETNA ACTIVE
Rome, April 11.—Mount Etna broke out in eruption this morning and is now belching clouds of smoke and cinders. The Sicilians are greatly alarmed and fear that the Etna eruption presages another earthquake like that which destroyed Messina. The inhabitants of Catania and the country around the base of the volcano are especially alarmed and many are preparing to leave their homes if the eruption continues or increases in violence.

DEATH AT BALGONIE
Mrs. Bingham received the sad news this week of the sudden death near Balgonie of her brother, Mr. Elliott. The deceased had just purchased a new buggy and set of harness and driven home with it. When he got out of the buggy he complained of a terrible pain in his head. A glass of water was offered him, but he refused it saying, he would be all right in a few minutes. He then expired without another word.—Indian Head Prairie Witness.

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on the Northern Pacific railroad, and will start on the long journey. The railway train will be made up of at least 35 specially constructed cars, each divided into separate compartments, and strongly reinforced to prevent any possibility of escape. From Ravalli the train will proceed to Lethbridge, where the train will be laid over for a couple of hours to allow of the feeding of the animals, which will be removed from their cages. From Lethbridge the train will go over the C.P.R. to Regina where it will be transferred to the Canadian Northern, thence to Saskatoon, where the last change is made to the G.T.P. on which the train will pass to Wainwright. At Wainwright the animals will be unloaded into a chute 100 feet wide and 25 feet high, and one and a half miles long, extending from the town to Battle River park which embraces some 110,000 acres. When this, the last shipment from the States, has been delivered, counting the calves, it is estimated that Canada will be the possessor of at least 900 buffalo.

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