

THE DAILY NEWS
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THE INDIAN COMMISSION

About three years ago a royal commission was appointed to enquire into the values of the various Indian reserves, or some such thing, and, after nearly three years of untold hardship on sea and land these valiant gentlemen are staying right with the job. Their tenacity is wonderful in face of the dangers to be faced in the mountains, on the rivers and on the sea.

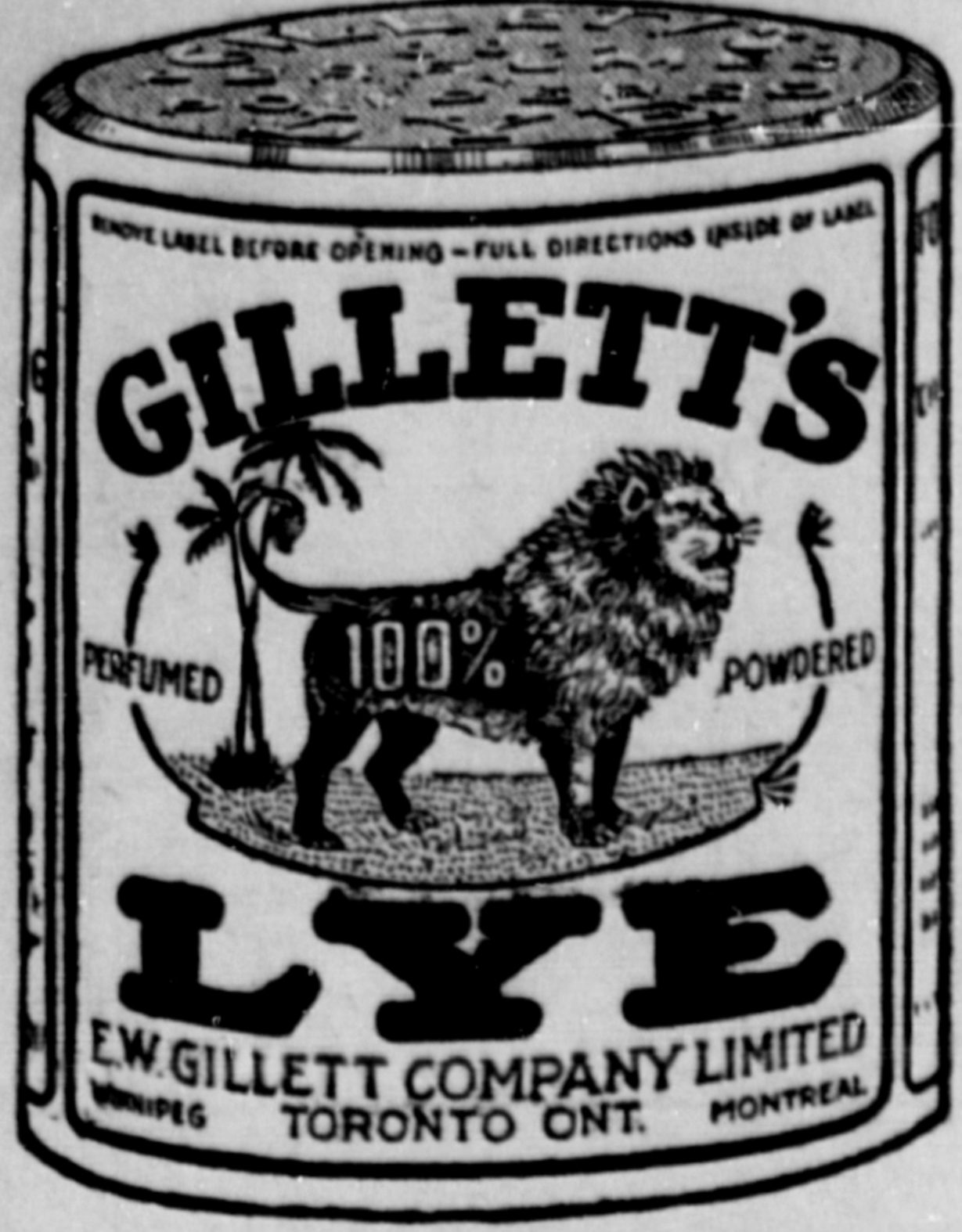
In order to make certain that there can be no possible error in their findings, they make return visits periodically, with commendable zeal. During the last few months they have visited this far northern land several times, and are here again. On this occasion, they have chartered the Chelohsin for the trip, in order that the trials of the journey might be brought down to a minimum. Incidentally the cost of the Chelohsin must run to about \$300 or \$350 per day, but what care they, the good work must be carried on regardless of cost. Two years ago they chartered the Queen at a total cost of something like \$43,000, just to show what they really could do when they felt like it. After making a trying trip to Port Essington, they proceeded to the wilds of Port Simpson. Logically their next stop should have been somewhere up the Naas, but someone of the party must have wanted to see what a train looked like, so they put back to Prince Rupert, just to get another glance at civilization before continuing their hazardous work.

An Indian commission must travel, and the government test of anything is its cost, that is why such prices were paid for binoculars, foundered horses,

etc. The higher the price, the better and more conservative the article. The Ottawa test of the work of a commission is the size of the expense account turned in, and in this connection, the commissioners have had an extremely trying time. That is why they have been obliged to pay a short visit to the interior, return south, and then come back again to do a little more investigating. If the expense bills do not come along with sufficient force and regularity, Ottawa might decide that the work was not being done properly, and another commission might have to be appointed to enquire into the lack of bills. In order to avoid such a calamity, the idea of chartering a steamer occasionally was hit upon, as one way out of the difficulty. However, judging by the leisurely way in which the gentlemen are meandering at present, they must have still a considerable leeway to make up. If they stay right with it, they will soon have the satisfaction of reaching the \$200,000 mark, which is usually considered the highwater mark of commission efficiency. There is an idea abroad that this particular outfit is out to break all records, and their efforts are being watched with growing interest.

The Borden government has made wonderful advances in the way of appointing commissions, showing remarkable ingenuity. Still there are many fields which might be entered upon, with great advantage to the friends of the party. For instance, a minute enquiry into the history of the geological formation of the Rocky Mountains would provide handsome annuities for scores of willing Conservatives, as the work

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could be spread over many years, while a perfect army of commissioners could be employed watching the growth of the Douglas fir in British Columbia, though this might be encroaching on the sacred preserves of Sir Richard McBride. Meantime, they are doing pretty well, but there are untold possibilities still before them.

PROMINENT LABOR LEADER PASSED AWAY

On Sunday morning, September 25th, there died of pneumonia in the city of Glasgow, Scotland, James Keir Hardie, one of the pioneers of the labor movement in Britain and the leader of the peace element in the British Socialist party.

James Keir Hardie was born in Scotland on August 15th, 1856, and worked underground as a pit boy and pit man from the age of seven until he was 24, when he became secretary of the Lanarkshire Miners' Union. In 1882, he became editor of the *Cummock News*, which post he relinquished in 1886. He unsuccessfully contested Mid-Lanark in 1888, in the labor interests, and was ultimately elected to parliament from Southwest Ham in 1892. Defeated there in 1895, he was out of the House of Commons for three years, being elected for Merthyr Tydvil in Wales, which seat he held until his death.

He was one of the characters of the house, always dressed in rough tweeds and a cloth cap, he refused to don anything else, even for state occasions. In 1907, he made a tour of India and Australia. In India, he delivered speeches which his opponents characterized as seditious, and the press of both parties was loud in its clamorings for his arrest, but the old warrior was allowed to pursue his way in peace. He was unshakable in his beliefs, and did not hesitate to express them in unmistakable terms on any and every occasion. He was the founder of the Labor Leader and a frequent contributor to magazines and reviews.

To test the ignition systems of gasoline engines an instrument has been invented that records the timing of a magneto on a chart wrapped around a revolving drum.

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