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WITH WITHOUT WORKS. Toronto News has developed a... WITH WITHOUT WORKS. Toronto News has developed a...

THE DIFFERENCE. Canadian Churchman, the officer... THE DIFFERENCE. Canadian Churchman, the officer...

AMES' UNFAIRNESS. Omaha Plaindealer—in a speech... AMES' UNFAIRNESS. Omaha Plaindealer—in a speech...

MUST HAVE MONEY. Journal: In view of the compara... MUST HAVE MONEY. Journal: In view of the compara...

CANUCK ABROAD. Globe—Mr. Norman E. Buff... CANUCK ABROAD. Globe—Mr. Norman E. Buff...

WOULD HE HOLD UP THE NEW TRANSCONTINENTAL?

Winnipeg Free Press—Yet once more the Conservative leader, Mr. R. Borden, has made a start at Halifax in his undertaking of leading his party on a fresh expedition through the wilderness in which he had been making them about for eight years. This time he has had our own Mr. R. P. Roblin by his side on the platform to help hold up his hands while he attacked the policy of the Liberal government in providing the Dominion with a new ocean-to-ocean highway. He and his party in parliament opposed that undertaking with all their might when, in 1905, it was announced by the government, and they proposed a broken-backed, patch-work alternative scheme, of which the main and most significant feature was that the Dominion should take over from the C. P. R. the portion of its main line running around the north shore of Lake Superior. They have opposed that undertaking with all their might since, and in his speech at Halifax on Monday night Mr. Borden devoted himself to outrageous exaggerations of the cost of the new national highway. "They voted," he declared, "that \$13,000,000 be placed at interest, would pay the cost of the whole undertaking."

And he went on to say: "There is good reason to believe that the public debt will be nearly \$1,000,000 for every constituency in Canada." There are 221 constituencies in the Dominion. So that Mr. Borden's latest revised version of the cost of the National Transcontinental is nearly \$221,000,000. He has come down a little in his figure since his speech in the House of Commons in July last, in the course of which he submitted a tabular statement (Hansard, 1906, page 12,500) which showed the cost of the National Transcontinental would be \$249,235,823. He explained afterwards that there was one item which he had underestimated, and he therefore increased the total to \$250,963,723. That was his figure two months ago. The figure of Mr. George E. Foster, in March last, was \$129,000,000. Mr. Borden's figure now is "nearly \$221,000,000." But through all these varying monstrous exaggerations of the cost of the National Transcontinental, Mr. Borden and Mr. Foster and their party in parliament have been engaged in their hostility to the construction of the National Transcontinental. Their intention is to misrepresent the undertaking as being so great that the undertaking should not be carried to completion; that is to say, the portions already constructed could be made use of in the Borden alternative proposal, further construction of a Transcontinental to compete with the C. P. R. being abandoned. Such appears to be the Conservative policy.

As for Mr. Borden's assertion that the government "voted that \$13,000,000 be placed at interest would pay the cost of the whole undertaking," it can only be rightly characterized as a deliberately misleading statement. What Sir Wilfrid Laurier said was that the government would, under the contract, build the 1,900 miles from Moncton to Winnipeg, and guarantee the bonds on the prairie section constructed by the Grand Trunk Pacific west of Winnipeg, and pay seven years' interest on three-quarters of the cost of the mountain section, and that for the first seven years the Grand Trunk Pacific is not required to pay a rental on the government-owned section east from Winnipeg, but that after these seven years the Grand Trunk Pacific pays for fifty years a rental of three per cent. of the cost of the construction of that section. And Sir Wilfrid estimated that the accumulated interest during these seven years would amount to \$13,000,000, and can be explained than the statement, as Sir Wilfrid Laurier made it. He was not speaking of cost of construction, but of the cost which the people of Canada will have to bear ultimately—having regard to what the country has to pay. Which is an entirely different matter.

This \$13,000,000 myth is unworthy of a gentleman of Mr. Borden's pretensions. Does he really imagine that anybody else ever said that a railway 3,558 miles in length, from Moncton to the Pacific, could be constructed for \$13,000,000, or at the rate of \$5,000 per mile? Does such an assertion by Mr. Borden indicate that he approaches the discussion of the National transcontinental undertaking in a fair spirit? The estimates presented by the government in 1905 of the cost of construction between Winnipeg and Moncton were the estimates of Mr. Collingwood Schreiber, then chief engineer of railways, and can be taken as the highest character and ability in his profession. The actual cost of construction is proving to be higher than these estimates, but, as the evidence before the public accounts committee at the recent session of parliament showed conclusively, the system provided for keeping the cost of construction down to the lowest possible figure consistent with making a first class road bed is working out so as to attain the object aimed at. The interests of the Grand Trunk Pacific are identical with the interests of the public in securing a first class road bed from Winnipeg to Moncton at the lowest cost, as the company has to pay interest for fifty years on every dollar of the cost. Every payment before being made must be certified by the company's engineers as being a proper charge for construction work done; and the statute provides that in the event of the commissioner's engineers and the company's engineers being unable to agree in regard to any payment, the question shall be settled by judicial arbitration. This is the system which is being carried out, and the work of construction between Winnipeg and Moncton is being done at the lowest possible figure. The objection of Mr. Borden to it is an objection to its being done at all.

The measure of the cost of the new ocean-to-ocean highway to the people of Canada is not the cost of construction, but the seven years' rental on the government-owned section east of Winnipeg, and the Railway issues... The measure of the cost of the new ocean-to-ocean highway to the people of Canada is not the cost of construction, but the seven years' rental on the government-owned section east of Winnipeg, and the Railway issues...

of the cost of construction of the mountain section. The prairie section pays its own interest from the beginning. But Mr. Borden figures it out that neither the prairie section nor any other section will ever pay. His monstrous estimate is based upon the blue ruin assumption that no section of the road will ever earn anything, and that the road will simply be two enormous dead weights across the continent. He piles up fancy figures of cost of construction, and utterly ignores the obligations of the Grand Trunk Pacific to pay the interest from the very beginning on the prairie section, to pay the interest on the mountain section after the first seven years, and to pay, as rental, three per cent. interest for fifty years on the cost of construction of the government-owned section east of Winnipeg. The Moses of the Conservative party, in his hostility to the idea of the C. P. R. having to face transcontinental competition, becomes a Jeremiah. His present utterances will now, as we now look back to Edward Blake's prediction thirty years ago that the C. P. R. would not earn enough to pay for its axle grease. They were ago the producing capacity of Western Canada was unknown. Mr. Borden must be regarded as believing that it is fully known now, and that it has reached its limit. This is the meaning of Mr. Borden's attitude towards the National Transcontinental, and his predictably inflated direful imaginings of what it will cost the country. It cannot cost the country one dollar beyond the seven years' interest on three-fourths of the cost of the mountain section of the seven years' rental, and the portion of the section east from Winnipeg, unless it be that the producing capacity of Western Canada has reached its limit, and the existing transcontinental mileage is ample for its needs. Mr. Borden's Halifax speech means nothing if it does not mean that a Conservative government would stop the construction of the National Transcontinental. The construction east from Winnipeg is as yet advanced no further than the junction point with the branch to Lake Superior. That mileage could be made to fit in with the Borden alternative scheme. The question which the electors will be deciding when they mark their ballots is whether they desire the construction of the National Transcontinental gone on with, or abandoned.

THE HOMESTEAD LAWS. L. Darby has an article in the September Canada-West on the Canadian and United States homestead laws, in which the points of difference between the two acts are clearly stated, and valuable information is given of the advantages and methods of homesteading in Canada. The article is brief but clear, and all who are interested in the subject, either as settlers themselves, or as having friends about to enter upon Canadian lands, should read it.

THE INFLOW OF CAPITAL. Toronto Globe: When six and a half million people spread themselves over a half continent and work as the people of Canada are working for its development, the thing which is absolutely essential to success is capital. They must not only themselves believe in the future of their country, but they must make the men who control the purse-strings in the leading countries believe in it also. The same steady, positive confidence, or as having friends about to enter upon Canadian lands, should read it.

SEND FOR CAT. NO. 10 IT TELLS ALL. KING OF THE MILL. CREAM SEPARATOR. VERMONT FARM MACHINE CO., BELLEVILLE, Vt.

Government Issues. Dominion of Canada \$10,000,000 Province of Manitoba 1,500,000 Province of Ontario (temporary loans) 2,000,000

Railway Issues. Canadian Pacific Railway, debenture stock \$10,000,000 Canadian Pacific Railway, company stock 21,000,000 Grand Trunk Railway, debenture stock on equipment, G. T. R. guaranteed 5,000,000 Grand Trunk Pacific Railway bonds (guaranteed by G. T. R.) 10,000,000 Canadian Northern Railway, debenture stock 10,000,000

Municipal Issues. City of Vancouver, B.C. \$1,975,000 City of Edmonton, Alta. 1,700,000 City of Regina, Sask. 355,000 City of Winnipeg, Man. 7,500,000 City of Ottawa, Ont. 750,000 City of Montreal, Que. 5,000,000 City of Quebec, Que. 600,000 City of Calgary, Alta. 850,000 City of Victoria, B.C. 840,000 City of Saskatoon, Sask. 500,000

Miscellaneous Issues. Montreal Street Railway \$2,500,000 R. & O. Navigation Company 1,000,000 Penman Manufacturing Company 1,500,000 Montreal Light, Heat & Power Company 1,900,000 Toronto Street Railway 25,000,000 Kamistiskia Power Company 1,250,000 Western Canada Flour Mills Company 1,225,000 Ogilvie Flour Mills 750,000 West Kootenay Light & Power Company 1,200,000 Toronto Power Company 2,500,000 Western Wheat Lands 1,000,000

Summary. Government issues \$15,075,000 Railway issues 61,600,000

Municipal issues \$3,270,000 Miscellaneous issues 15,075,000 Zu Eulenberg is Released. Berlin, Sept. 22—Prince Philip Zu Eulenberg, who was under arrest on a charge of perjury in connection with the "round table" scandal case, was today released from custody without bail or surveillance. The order of the court is based on an opinion of a commission of physicians that it is impossible to fix a time when the prince's health will permit of a continuance of the hearings.

ATTEMPTED MURDER CASE AT SASKATOON. Jim Moore, a F. I. Laborer, Attacked by Two on Off Main Street, Who Gashed His Throat With Razor.

Saskatoon, Sask., Sept. 22—Considerable excitement was caused here yesterday at noon by finding a man on one of the principal streets with a deep gash in his throat. He was taken to the hospital and last night was reported to be resting easy. The matter is shrouded in mystery. The man, whose name is Jim Moore, had been working for a farmer at French St. noon he was attacked by two men in the shrubbery at the river bank but over the head with a bottle and hit in the throat with a razor, a deep gash being cut. Both the razor and bottle of the bottle were found in the bushes and also considerably blood. The victim dragged himself a couple of hundred yards on to the street, where he was found by men working in the barn, weak from loss of blood. Two men were seen running from the scene of the crime, and although pursued by a couple of men they escaped. One of the men was seen to wash his blood red arm in the river. It seems as if the man was attacked from behind. The matter has been placed in the hands of the police and the local and mounted police furnished with description of the two men. They are scouring the country for them. The victim is about 26 years of age. The wound is a terrible one, but he has a chance for recovery. Later on, at the hospital, the story of the attack was confirmed. The place where the crime took place is only a few yards from one of the principal streets.

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