

The programme has little in it to enthrall anybody, and the Conservatives have no proposal of practical consequence. Its single concrete proposal of practical consequence is an equivocal pronouncement of government ownership of telegraph and telephone systems. This the followers of Mr. McCreery neither deeply concerned they intend to try to convert it. Besides, even the traditional defenders of the divine right of the monarch in this century take to the idea of being themselves without consultation or consent, and had in it the elements of potentiality they might improve it for being an edict whose line to display gladness in pierced into fighting for a platform whose potency they have no doubt. The cold fact is that the Halifax has tumbled into ruins, supposed friends do not contribute enough to undertake of re-erecting it.

WITH WITHOUT WORKS.  
The News has developed a fact on the fall of the old government. In 1896 the camp followers of the old government were in the habit of continuing under Liberalism the plunder they had under cover of Conservatism. Well, if Conservatism in power and under such conditions this would seem a pretty good keeping them out of power, however, does not attempt its faith by working to that end.

THE DIFFERENCE.  
Canadian Churchman, the officer of the Church of England, in his work of Sir Wilfrid Laurier in allaying inter-racial discord in a recent issue. He speaks frankly, we distinctly remember the time when the accession of a French-Canadian to political power would have probably interrupted his party on the stage. We may be treading on dangerous ground, but we think our readers will not stand us when we say that the present Premier is in one respect a most fortunate occurrence, in that it has ended once and for all the absolute equality of the two parties in the handling of the "bogey of domination," which a generation ago, hunted the lion of the average English voter of whatever political hue. Now we know that a French Premier can be as patriotic as the British Crown and as solid as any Premier of our extraction.

JAMES UNFAIRNESS.  
A Plaindealer.—In a speech by the other evening in a political meeting, Mr. T. W. Ames, a passing reference to charges and said that the for St. Antoine wasn't as in any honest as he might be, that a purist as his friend Mr. Ames was criticized as in fairness in not crediting Oliver with charges of dishonesty and complained of, and of been framed by the Conservative government. Mr. Oliver has the form of sale from tender, given abundance of investigating the value of, and imposed an obligation on the establishment of, and the employment of a number of workmen. If Mr. Ames as honest as he professed would have so conveniently forgotten to give Mr. Oliver due. As to the charges against him had been shown the said it rested on sunshine and in any event the sales gone to the highest bidder, a system of selling provided the Conservative government, a piece of work to be tendered at \$11,000 it was for the other tenders to figures much lower, and yet never hinted that these were doing anything but what they honest.

MUST HAVE MONEY.  
Journals: In view of the comparative employment for new Canada during winter it is necessary last year to take as would prevent the influx of who were not possessed of means to keep them until work found and with this object in view the government had no enter who had not at least on his person in addition to ticket to his point of destination on his money qualification due to \$25 and stands at that present. An order-in-council was passed which provides that any next till the middle of

CANUCK ABROAD.  
Globe.—Mr. Norman E. Buffalo newspaperman who is a conspicuous figure in politics as Mr. Bryan's supporter and the financier of the campaign, is a Canadian American by naturalization. He is a Middlesex in West Williams, near Highland Scotch descent, name was Norman E. McCreery. He probably found himself unable to pronounce with the true Gaelic guttural he had it changed. He has asked for subscriptions either Buffalo Times or for the Canadian in "the language of the

#### 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 has been leading them about for eight years. This time he has had his own Mr. R. P. Borden 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 since, and in his speech at Halifax on Monday night Mr. Borden devoted himself to outrageous exaggeration of the cost of the new national highway. "They vowed," he declared, "that \$13,000,000 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 doubled before its completion." The cost of the enterprise will amount to nearly \$1,000,000,000, 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 to his own satisfaction that the total cost of the National Transcontinental would be \$249,335,823. 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 changing in their hostility to the construction of the National Transcontinental. Their hostility is based upon the undertaking is to misrepresent its cost as being so great that the undertaking should not be carried to completion; that is to say, the positions 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 "vowed that \$13,000,000 placed at interest would pay the cost of the whole undertaking," it can only be rightly characterized as deliberately misleading. What Sir Wilfrid Laurier said was that the government would, under the contract, build the 1,800 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 the remainder on 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 those seven years the Grand Trunk Pacific pays for fifty years a rental of three per cent. of the cost of construction of that section. And Sir Wilfrid estimated that the accumulated interest during these seven years would amount to \$13,000,000. Nothing could be plainer 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 anyone believes Sir Wilfrid Laurier or anybody else ever said that a railway 3,508 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 a man of 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, and the company has to pay interest for fifty years on every dollar of the cost. Every payment before being made must be certified to by the company's engineers as being a proper charge for construction work done; and the statute provides that in the event of the company'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 whole 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 . . . . . \$43,500,000

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 columns of striped steel 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. Thirty years 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 prodigiously inflated direful imaginings of what it will cost the country. It cannot cost the country one dollar beyond the seven years' interest on three-quarters of the cost of the mountain section and the seven years' rental on the prairie 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 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 on the advantages and methods of homesteading in Canada. The article is brief but clear, and should have a distinct value to all who are interested in the subject, either as settlers themselves, or as having friends about to enter upon Canadian lands.

THE INFLOW OF CAPITAL.  
Toronto Globe: When six and a half million people spread themselves over a half continent and with the people of Canada are working for its development, the thing above all others that is absolutely essential to success is capital. They must not only themselves believe in their future, but they must have the means to control the purse-strings in the leading countries between it. The same, steady, policy of development pursued by the Canadian government in the past twelve years has attracted capital to Canada in tremendous volume. The people of the vast sums needed for the thousands of miles of railways now being built to open up the last West and the Ontario and Quebec northlands. They are providing the money also for civic improvements, public and private power plants, flour mills, sawing lines and a hundred other great enterprises that will be profitable from the first, but that could not be undertaken for years if the capital for them had to come altogether from the savings of our own people. The following table, compiled by Mr. E. R. Wood of this city, shows the amount of capital to the amount of \$142,845,000 had been supplied for the development of Canada. Almost all of this has come directly from investors in England. The figures are:

Government issues.	
Dominion of Canada . . . . .	\$40,000,000
Province of Manitoba . . . . .	1,500,000
Province of Ontario (temporary loans) . . . . .	2,000,000
	\$43,500,000
Railway issues.	
Canadian Pacific Railway, debenture stock . . . . .	\$10,000,000
Canadian Pacific Railway, common stock . . . . .	21,000,000
Grand Trunk Railway, debenture stock on equipment, G. T. R. guaranteed . . . . .	5,500,000
Grand Trunk Pacific Railway bonds (guaranteed by G. T. R.) . . . . .	10,000,000
Canadian Northern Railway, debenture stock . . . . .	10,000,000
	\$61,000,000
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
	\$30,270,000
Miscellaneous issues.	
Montreal Street Railway . . . . .	\$2,300,000
R. & O. Navigation Company . . . . .	1,000,000
Pennam Manufacturing Company . . . . .	1,500,000
Montreal Light, Heat & Power Company . . . . .	1,900,000
Edmonton Electric Power Company . . . . .	1,325,000
Western Canada Flour Mills Company . . . . .	1,225,000
Ogilvie Flour Mills . . . . .	750,000
West Kootenay Light & Power Company . . . . .	1,200,000
Toronto Power Company . . . . .	12,500,000
Western Wheat Lands . . . . .	1,000,000
	\$15,075,000
Summary.	
Government issues . . . . .	\$43,500,000
Railway issues . . . . .	61,000,000
Miscellaneous issues . . . . .	15,075,000

#### ATTEMPTED MURDER CASE AT SASKATOON

Jim Moore, a F. O. Laborer, Attacked by Two on Off Main Street, Who Gashed His Throat With Razor.

Saskatoon, Sask., Sept. 22.—Considerable excitement was caused here by two men who were seen 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 54 noon he was attacked by two men in the shrubbery at the river bank hit over the head with a bottle and cut 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, took from 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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If you're practical you'll use Stephens Paint, and if you would like to know more about it. The dealer mentioned below will gladly give you our interesting Free Booklets and color cards.

THE LUNDY-McLEOD COMPANY EDMONTON, ALTA.

#### 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.

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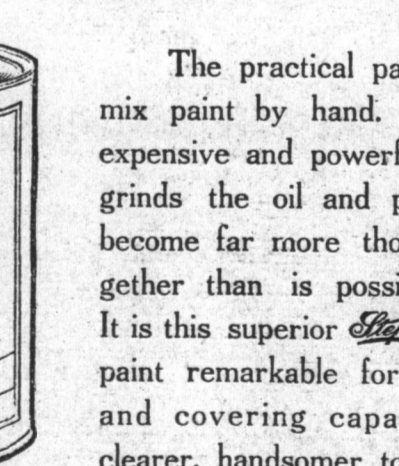
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