

influence the tariff so, as to the business of the farmers. The all defence, the prairie has not tried to "dominate" That has been the role of Canadian Manufacturers' Association. For years they played the to the limit, and bled the as they pleased. Of late have had a Government that to be "dominated" by the and showed inclination the interests and protests of farmers. Yet the Western has not carried his protests beyond the actual de his own interests. Had he would have taken the free and whooped for free with the United States.

Canadian Manufacturers' Association had the rudiments of a tax-payer for the truth or a few economic sense no such ex- as quoted above would be to go abroad as reflecting attitude toward the West. They know better, that so far from to injure their interests by the tariff the farmer on has paid hard cash to pocket every day since he be- and is doing it yet in to demanding a tariff would injure them. What does the Western farmer get there are factories in Toronto? Yet that farmer has from those factories for years, and paying freight on a three thousand mile rail- which only for the tariff he bought cheaper a thousand home. Yet he has not and does not demand the of the tariff. All he asks is the Toronto and Montreal does so he is libelled by gentlemen as harboring a mali- to ruin them and impu- spiriting to shape the whole of the country to his own the Western farmer has sweat to preserve the integrity of Can- industry and commerce and this thanks to the men who waxed arrogant and grown of the proceeds of his toil.

Western farmer is growing bearing the whole burden of Canadian trade to Cana- tories the manufacturers have to blame. Have they his efforts to save the second While he has sent the pro- his season's labor to the landowner, the Eastern im- maker, the Eastern cloth- the Eastern grocery maker, are they done in return but that "the money" with the Western "save to pray, and threaten the Government tion to demand still larger from him? Where are ries that under any system of all policy they ought to have the Western cities? Where "the market" that according trade theory and their eternal they were to create for his How in any way, shape or the Western farmer benefited with the Eastern Provinces can he would be by trading inois, Ohio, Kansas and Wis- Yet he pays his hard-earned without grumbling to preserve of Canadian commerce and up Canadian industries from gets no benefit and from where he receives abuse. of these days the Western does undertake to "dominate" through a Parliamentary station large enough to make manufacturers' Association may themselves with having killed that laid the golden eggs upon by which end are: their persistent neglect to estab- in the Western country the farmer the benefit of the "market" they talk so much

equally persistent insults which they revile as enemies the have made them rich and as traitors to Canadian in the men who pay more to the interests to get less than them than any other section of the Canadian

ton travels in good society in money market. For the year five per cent, debentures Canadian cities have ranged

105% to 107% 102% to 107 101% to 105 99% to 101 ton was second best, but seen in this class is pretty good. Source at Manila. Sept. 18.—During the twenty-four ending at 8 o'clock this twenty-three new cases of and six deaths have been a great storm is now drench- and it is believed this assisted in cleaning the city on is raging off the coast and is felt for shipping.

**A SAMPLE.**  
The Mail and Empire says "the Government has given 50 per cent. of the timber area of the West to 'politicians.' The present Government never 'gave' an acre of timber to any man, politician or not. There was once a Government which 'gave' 50 mile tracts away, to the total of 10,000 acres in a single year—50 per cent. more than the present Government has sold in twelve years. Altogether the present Government has sold 6,400 square miles, every mile to the highest bidder. Of this represents 50 per cent. of the total Western timber, how came it that the former Government sold and gave away 90,000 square miles? The total amount sold by the present Government is just about one-quarter the timber Mr. Ames says was given up by men to whom the former Government sold it or gave it. On his testimony, therefore, we have 18,000 square miles more in possession of the Crown than we had twenty-five years ago. And this is what the Mail calls 'politics! What insufferable fools must take the electors to be."

**IS THIS ADOPTION**  
At Liverpool, N.S., Mr. Borden said his Halifax platform had been adopted by the Conservative party. Just when, where and how the party adopted it, or when, where and in what manner they were given a chance to accept, amend, or reject it he did not state for obvious reasons. Until this information is produced we may be pardoned for respectfully declining to accept the assurance. As a reason for doing so, here is the opinion of the oldest and one of the most consistent Conservative newspapers in the Dominion on the most important proposal in the Halifax calendar. The Montreal Gazette was fighting the battles of Conservatism before Mr. Borden was born, and is fighting them still. This is what the Gazette thinks of Mr. Borden's flirtation with government ownership of telegraph and telephone lines:

"The telegraph and telephone lines of Canada represent a heavy investment of capital. In many parts of the country they have been the main spread. Their purchase would involve a heavy outlay of capital, which would have to be continuous capital expenditure on extensions as the country increased in population and commerce. There will be all through the country, and especially amongst Conservatives, those who will think that private enterprise and capital, which have provided this continent with as efficient a telephone and telegraph service as are to be found in the world, will be left to carry on a work that has been so well begun, at least until the country has less to do with the telegraph, and then the Tories would have it cost \$200,000,000, which figures are preposterous. We advance money, but the interest on what money we advance will be recouped every cent, except possibly ten years' interest."

**GOVERNMENT TERMINALS AND ELEVATORS.**

In his speech at Niagara Sir Wil-

**"THEY CAME, THEY SAW, THEY CONQUERED."**

Mr. Ames told his audiences that "Up to 1900 the lands of the Canadian West were still in the hands of the 'nation. The speculator came, saw, and conquered. To-day the specu-

lators hold large areas of our agricultural lands, waiting for his price." The only area of agricultural land that Mr. Ames specified as being held by the coming, seeing, and conquering speculator who was alleged to have swooped down on us in 1900 was the 250,000 acres sold to the Saskatchewan Valley Land Com-

pany with settlement conditions" as Mr. Ames admits.

Then if until 1900 the land was in possession of the Crown what means the following little table?

NAME OF COMPANY.	Act Authorizing.	Date of Act.	Area Earned.
Alberta Railway and Irrigation Company (formerly Northwest Coal and Navigation Company).....	48-49 Vic. Cap. 60.	July 20, 1885	
Calgary and Edmonton Railway Company.....	50-51 Vic. Cap. 22.	June 23, 1887	1,114,308 acres
Canadian Northern Railway Company (formerly Lake Manitoba Railway and Canal Company).....	52 Vic. Cap. 4.	May 2, 1889	
Canadian Pacific Railway Company—Main line.....	53 Vic. Cap. 3.	May 26, 1890	
Canadian Pacific Railway Company—Souris Branch.....	53 Vic. Cap. 4.	May 16, 1890	1,888,448 acres
Great Northwest Central Railway Company (formerly Northwest Central Railway Company).....	47 Vic. Cap. 25.	April 19, 1884	2,624,128 acres
Manitoba and North Western Railway Company.....	52 Vic. Cap. 4.	May 16, 1890	708,400 acres
Canadian Northern Railway Company (formerly Manitoba and South Western Railway Company).....	53 Vic. Cap. 4.	May 16, 1890	18,206,986 acres
Qu'Appelle, Long Lake and Saskatchewan Company.....	57-58 Vic. Cap. 6.	July 23, 1894	200,329 acres
Saskatchewan and Western Railway Company.....	54-55 Vic. Cap. 10.	Sept. 30, 1891	1,408,704 acres
Manitoba South Western Colonization Railway Company.....	48-49 Vic. Cap. 60.	July 20, 1885	
Canadian Northern Railway Company (formerly Manitoba and South Western Railway Company).....	53 Vic. Cap. 4.	May 16, 1890	680,320 acres
Qu'Appelle, Long Lake and Saskatchewan Company.....	57-58 Vic. Cap. 6.	July 23, 1894	1,625,344 acres
Saskatchewan and Western Railway Company.....	54-55 Vic. Cap. 10.	Sept. 30, 1891	1,408,704 acres

Total area alienated to railway companies..... 31,864,074 acres

This table shows the areas that were given to railway companies out of the public domain by the Conservative Government which was in power at Ottawa from 1873 to 1896. Mr. Ames stated what was glaringly untrue, when he declared that "up to 1900 the lands of the Canadian West were still in the hands of the 'nation.' A total of 31,864,074 acres of land had been given away to railway companies alone. Moreover, all

land that was given to the Government in solving the transportation question, touched on the plans now under way, and announced that when the Hudson's Bay road is built, the terminals and elevators will be built and owned by the Government. He said:

"When we took power, trade was stagnant; something had to be done, and we undertook to do it. We thought that the policy which would be essential to the progress of the Canadian people was the policy of transportation. (Cheers.) We pledged ourselves that policy. We have brought the Intercolonial railway to Montreal. Then we undertook to deepen the channels, and the deepening of the channels in three years, but this was not sufficient, we had afterwards to improve the harbors on Lake Superior. We had to improve the harbors of Ontario, as we are now doing at Colborne, and we had to make New Orleans, and at last, but not least, the channel below Montreal, as secure as the streets of Montreal themselves. The result is that commerce and trade are going through the port and down the channel of the St. Lawrence, and today the merchants of Boston and New York are bawling that their trade is now going to Montreal. (Cheers.)"

We had to improve the harbor at Montreal, and at last, but not least, the channel below Montreal, as secure as the streets of Montreal themselves. The result is that commerce and trade are going through the port and down the channel of the St. Lawrence, and today the merchants of Boston and New York are bawling that their trade is now going to Montreal. (Cheers.)"

**Transcontinental Railway.**

"One question we have given the greatest attention to which we have considered more seriously than any other, because it means much to the people of Canada, is the building of the new transcontinental railway, the Grand Trunk Pacific. When we framed that measure we were attacked by the whole force of the Opposition, they rushed upon us to tell us to stop. I am proud of that railway, one generation of the road is complete and in operation from Winnipeg to Battle River. You are told that we told you this railway would cost \$13,000,000 of the Canadian people's money, as you are now told it will cost \$200,000,000. This is a most unfair and I should say dishonest statement on the part of the Opposition. What we said was that we had made a contract with the Grand Trunk Pacific company whereby we were going to build a railway from Montreal to Winnipeg and the company was to pay us three per cent. on the expenditure. That was the arrangement and if the railway cost one, two, three, ten or one hundred millions what we paid out would be recouped for interest by the G.T.P. We stated that plainly, and we stated that we would give them nothing but a free loan for ten years and those seven years represented the measure of the amount which absolutely comes from the pocket of the Canadian people. We stated that would take \$13,000,000. I believe now we would increase our calculations. It will cost little more than that, but then the Tories would have it cost \$200,000,000, which figures are preposterous. We advance money, but the interest on what money we advance will be recouped every cent, except possibly ten years' interest."

But that is not all, we have undertaken the construction of another railway, the Hudson's Bay Railway. The

old-numbered sections in Western Canada were set apart by the Conservative Government as a reserve from which the 31,864,074 acres of railway land were to be selected. No homesteading could be done on them. They were tied up as a reserve sacred to the railways.

In the above table all the railways outside the Canadian Northern, form part of the Canadian Pacific system. In certain cases the Canadian Pacific acquired the lines without the land grants. It must be borne in mind, too, that the main line grant to the Canadian Pacific, in addition to \$25,000,000 in cash, was 25,000,000 acres of land. The Conservative Government subsequently gave the Canadian Pacific cash for close upon 7,000,000 acres, making the main line land

comprised almost entirely in the irrigation areas of the Canadian Pacific Railway, east from Calgary, and the Alberta Irrigation Company's tract surrounding Lethbridge.

Mr. Ames spoke the truth when he said that "the speculator holds large areas of our agricultural lands, waiting for his price." But he was lying for his price. The speculator held by the Conservatives from part of the above 31,864,074 acres, and had been alienated from the hands of the nation before the Liberal Government came into power. The only area alienated

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Hudson's Bay railway I am sure does not appeal very much to the people of Western Canada. It concerns more the people of the West. But I say to you, gentlemen of Ontario, and you will agree with me, that what concerns one portion of the community concerns every part of the community—(cheers)—and you men from Ontario, you are ready to bear your share of the burden which will be necessary to help the citizens in other parts of the country. (Applause.) But you will not be called upon to do anything upon that, because we have provided that this railway is to be constructed out of the purse of the land which is set apart for that very purpose. Now we have come to the conclusion that this railway, as a necessity owing to the condition in which our fellow citizens are placed, is as soon as we receive them, we have to build it. We have brought the Intercolonial railway to Montreal. Then we undertook to deepen the channels, and the deepening of the channels in three years, but this was not sufficient, we had afterwards to improve the harbors on Lake Superior. We had to improve the harbors of Ontario, as we are now doing at Colborne, and we had to make New Orleans, and at last, but not least, the channel below Montreal, as secure as the streets of Montreal themselves. The result is that commerce and trade are going through the port and down the channel of the St. Lawrence, and today the merchants of Boston and New York are bawling that their trade is now going to Montreal. (Cheers.)"

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in the opening address on Tuesday night. In the words of the ancient concert hall song, "It was not so much what he said, as the way he said it." He began by paying his respects to the ladies in the Conservative party, and finished by making remarks about the crooks and thieves in the Liberal party. He took 11 1/2 minutes, and his friends and 10 1/2 at chastising the enemy. Though the Liberals got the better of the count, yet no one could complain that he played any favorites.

Of the attack upon the Liberals, we must beg to remind Mr. Bennett that conditions have changed somewhat. Though the treatment by Mr. Bennett is hardly similar to that in the first instance, doubtless the Jews after last night's stern rebuke, will fling back the piece of silver and go out and hang themselves.

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of practical analysis. Some day, and a long day from this, too, Western Canada may have free rural delivery, but the Daily News doubts if there are a dozen intelligent men in the riding referred to who are fools enough to think that with the present scattering of population and need of transportation facilities, a rural mail delivery would be possible. The expense would far overbalance the benefit to the public and when that condition presents itself no sane government would attempt to inaugurate the system.

What Canada needs at present is an improvement of the present system. Give the people the best possible service through the post offices and in the same period the number of voters should be increased, and voters should be the farmers who will cry for more. That will be left to the wily campaigner aiming to stampee votes on fool promises that he cannot make good. There is no political party before the people today promising the west free rural delivery, and voters should be the farmers who will cry for more. That will be left to the wily campaigner aiming to stampee votes on fool promises that he cannot make good. There is no political party before the people today promising the west free rural delivery, and voters should be the farmers who will cry for more. That will be left to the wily campaigner aiming to stampee votes on fool promises that he cannot make good. 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