requesting them from the House and

on the House assuming responsibilit

rights in this respect are precisely

ON THE SIDE.

Hesitating to attack openly th

Hudson Bay railway, the Calgary Her-

Pre-emption sales have already ne

ed three of the fifteen millions need

ed to build the Government railway to

ONE KIND OF ARGUMENT.

The Calgary Herald trots out the

orruption by its companion-in-arms,

he Toronto News, and declares the

'ederal government has not suffici-

ntly bribed the Calgary electorate

the Herald's argument is that Cal-

epresented by Mr. M. S. McCarthy

nite his appearance.

Says the Herald :-

with expenditures of public money.

ergument viciferously denounced a

ald attacks the Premier for announ-

what they have always been.

ost of a necklace for him,

Hudson Bay.

Among the institut

of which has n One of the busiest spo ton today is the All where scores of me profitable work in crimes. A Bullet visited this in was courteously she lev, who pointed ments being made nature of the work l There are 82 prisone penitentiary at the 1 work done by them in The attention of the ties since the openin

penitentiary, in Aug een chiefly devote prison building. was built around t vas started on a building at the east end about 120 x 40 feet. was completed in the it from the cells in the This building will be u until the extentions now to the main building a when they will be remo tailor shop, carpe ers' shop and blacksmit

LOBSTICK RIVER

0

After that, what was left but sur-

so honest, pastoral, and simple that

no one ever suspected wickedness. It

(SEMI-WEEKLY.)

year \$1. Subscribers in the

United States \$2. All subscriptions strictly in advance. BULLETIN CO. Ltd. DUNCAN MARSHALL

## MONDAY, SEPTEMBER 28, 1908.

IT IS UP TO THE WEST. ing and discussing have been going tread. on for years. A start has been made now in giving effect to the conclusion arrived at-the conclusion that the line is both feasible and desirable. I

until the road is open for traffic.

This was the clear-cut, definite, un equivocal announcement of the Premier at Niagara Falls, Ontario, The circumstances emphasize the sincerity ous. This might not be done if the of his words. He was speaking in constituency lying along the great Canadian waterway to the Atlantic. The men whom he was addressing were personally and vitally interested creasing the trade which floats along that waterway. They had personally and directly nothing to hope from the building of a railway Hudson Bay. Some of them probably saw in the enterprise a possible injury to the route with which their interests were identified. Here if any- built, well-equipped, ample harbor fawhere the advocacy of the enterprise cilities provided, steamship connecwould be likely to bring little support tions established and every appliance and might easily cost popularity. If known to invention brought into use there was one place in Canada where for the security of passengers and the Hudson Bay railway was not like-cargoes. With this provision there is ly to be a vote-catcher that place was no room for doubt that the route will

Yet it was in this district that Si: Wilfrid made his announcement. It was to the men who had nothing to hope from the enterprise, and some of something to fear from it, that the West. It has been advocated by West-Premier declared the Government's ern people. Its purpose is to provide intention of proceeding immediately an outlet for Western produce and an with its completion. Stronger proof inlet for the goods we exchange this stred. The announcement was made ern Provinces there could be no reawhere it was certain to be of least po- son for opening up the Hudson Bay litical advantage, and where it might route. If some powerful interests be of decided political disadvantage, centred in Eastern Canada had their It was made not to the men whe wanted it, but to men who cared per- If those interests can secure their way sonally nothing about, or if they dia the road will not be built. care, would probably sooner see it postpened. It was made where political expediency would have suggested exactly the opposite course. Had Sic the Government, if returned to power Wilfrid been simply on a fishing ex pedition he would not have talked a Government enterprise. More, h Hudson Bay railway at Niagara. He would have discussed ways and means of bettering the waterway so that the western trade might be preserved to it, instead of propounding a scheme for opening up a new route-altogethe for the forwarding of western wheat ful as they are, he has thrown down, and the handling of imports for the West. If the announcement was not to be kept there could be no reason for making it at Niagara, and every , reason for not making it there,

As usual the Premier took the broad er view, even where and when the narrow one might have been more popular. He met fairly and squarely the misgvings of any who saw in the the existing routes. He invited them! potential to be shackled in development to the trade-handling capabilities of the present outlets. Thus he of the present outlets. Thus he of the present outlets.

ward it. Equally gratifying is the announce government-owned roal. Whatever view one may hold on the general by them. question of government-ownership of railways there are excellent reasons beside the ordinary why the Hudson Bay road should be kept in the hands!

THE EDMONTON BULLETIN | rates could secure business enough to 1906 they produced goods to the value | ment. Mr. Ames got his origina

hould have to pay heavily for it Manager The Hudson Bay railway is not a possession. In doing so they are project in the air but a project in the clearly going on the faith that the process of accomplishment. The sur- route will justify the expenditure. the most feasible route, and when the point the course of financial wisdon, dends on three times the capital route is determined the grade will be would be to put as little money into 1871? made ,the steel put down and the it as absolutely necessary, leaving trains started. The Hudson Bay rail- private capital to run the major por way is no longer a scheme to be con- tion of the risk. In undertaking the sidered and discussed, but to be car- task the Government are stepping i ried on to completion. The consider- where private enterprise has feared to

With both the road and the harbor lacilities in the hands of the Government the new route will have a fair the Government is sustained the work chance to demonstrate its feasibility will be continued with all expedition and advantages from the outset. I we are to reap full benefit from the Hudson Bay road it must be established clearly in the public mind from the first that the route is safe, practicable and commercially advantage coad was owned by a company, the erminals by private parties and the hipping connections left to determine hemselves. With both the road and the terminals in the hands of the Govrnment the resources and the credit f the Dominion will be behind the route. The good name of the Dominion will be involved in proving to the world that we have not put our money on the wrong horse. Practically means that the road will be well the district along the Welland canal. amply justify the expectations and hopes that are entertained concerning

## The Hudson Bay railway is a westno doubt thought they had ern enterprise. It is wanted by the

of the resolution with which the Gev- for. If there had been no West, there undertaken the matter would have been no demand for the could not be given nor reasonably de. road. If Canada were only the Eastway the road would never be built,

> To these opponents of the new route Sir Wilfrid Laurier says boldly that will build the Hudson Bay railway a says it in their own country, and un der circumstances where his bitteres enemy must consider him a politica numbskull for saving it if he did not mean it. To the opponents of the Hudson Bay route, many and power the gauntlet. The Government have assumed the responsibility fully and presentatives of the people. Very wise frankly of completing this this enter- ly it does not venture to quote prise forthwith, and have proclaimed length. The sentences immediately their intention in the enemy's

country. The matter is now up to the people of the West. The Government have undertaken an enterprise by no means unanimously popular, and have stakthe misgvings of any who saw in the ed their political existence on it. That new road a danger to the interests of enterprise is primarily and essentially the existing routes. He invited them an enterprise for the West. For un-to look ahead and see in the future dertaking it the Government will be development of the West a production assailed by every interest concerned in maintaining the Western trade in bilities of all practicable routes; to the present channels. If the Governbelieve in a Canada too large and too ment are defeated they will fall facing not only announced the Hudson Bay Government that fact would be seized route where it would be expected to upon as proof that the people of the he least popular, but in the name and West did not want the Hudson Bay on behalf of the broader national in railway; and in the face of such verterests he undertook to remove any dict from the people for whose inter antagonism that might there exist to est the work is undertaken no Govern est the work is undertaken no Government could be expected to proceed with its completion. It is for the peo ple of the West to say whether they Jacht that the road will be built as a want the Hudson Bay railway, whether they stand by the men who stand

## DEMANDING DIVIDENDS ON

WATER. der any Government been the recog In 1871, under a fiiteen per cent. nized practice to allow individual of the people. The purpose of the tariff, just half the present duty, there whether M.P.'s or not to wander int road is to provide a shorter route to were 271 woollen factories in Canada. the departmental offices and peruse the markets of the Old Land. The In 1903 there were 129. In 1871 the files at their pleasure. On the other purpose of the shorter route is to cut factories employed 4.453 hands. In hand, no responsible Parliament ever down the cost of transportation. I. 1906 they employed 4,252. In 1871 the declined to issue an order for original the road were in the hands of a com, wages paid the employees amounted documents when a request for then pany this purpose might not be gain- to \$917,827. In 1906 their wages tot- was accompanied by a reason, and no ed. By reason of the shorter haul the alled \$1,190.949. In 1871 the mills such order has ever been ignored of suppany by a merely trifling cut in produced goods worth \$5,507,549. In questioned by the present Govern-

pay dividends. The public would of \$5,764,400. Obviously the industry documents but he got them only of not in such case get the advantage was comparatively in a much healthwhich it is the primary purpose of the ier condition under the 15 per cent. DAILY—Delivered in City, \$4 per year. By mail, per year, \$3. By mail to United States per year \$6 per icon in the shipping charges from the SEMI-WEEKLY—Subscription prairies to the markets of Great Briof a 15 per cent, duty.

But while in 1906 the factories were Private enterprise has shown no de- fewer in number, employed fewer sire to open the route and if private hands, paid them only two hundred nterprise were employed to do it, we thousand dollars more salary, made only two hundred thousand dollars the form of railway subsidies. The worth more of goods, the capital o Sovernment consider it better busi the factories in 1906 was put at \$6,938. ness to put in all the money and own 683, while in 1871 the capital was only the road than to put in a large part \$2,776,814. Why is it that while the of it and leave the road in private firms doing business were fewer, their output only slightly larger and the number of their employees actuall, smaller, that the industry is burden veyors are on the ground laying out If there were strong doubts on this ed with the necessity of carning divi

> The Monfreal Witness explains th nomaly in this way: "It was th fashion, years ago, in the textile trades, when manufacturers wer making money hand over hand make shareholders a present of stoc 'instead of increasing dividends. Thi was done because very big dividend would have attracted the attentio of some horrid free traders, and the would have done their very best to get the duties reduced-and that from the point of view of the bene volent manufacturer and stockhold

er, would have been sad indeed, not spiteful." When the manufacturers complain o-day that they are "not able to make profits" they mean profits on stoc which cost them nothing. When the declare their business is languishing they mean that they have loaded up with fixed charges that it canno bear and which it should never hav been asked to bear. When the lemand a tariff that would enable them to charge the consumer more fo their goods they simply demand the er without returning to the country anything commensurate in the fort of increased wages or increased pro duct. When they assert their righ to "earn dividends" they mean

DEFECTIVE VISION.

Speaking at Stony Plain, Hon, I

"Conservative term of eighteen year

way and only one, a railway monop-

A weak-sighted critic construes thi

into the absurd statement that ther

was more railway mileage in Canad

in 1878 than in 1896. The statemen

stands unchallenged that the trend

and the result of Conservative polic

was to weld individual and independ

ent railways into one gigantic monop

oly controlled by a single company.

ASK AND YE SHALL RECEIVE.

The Edmonton Journal has another

spasm on the subject of allowing

nembers of Parliament to examine

original documents on departmenta

files and quotes from Mr. Oliver'

speeches in Parliament in an attemp

o convey the impression that he i

some way put a slight on the r

following its original quotation are:

"As I understand the trust placed

upon me, in discharging the busines

of the people—the people who are behind members of Parliament and

'who send them here-it is that docu

ments placed in the department, th

property of the people, shall be duly

and properly cared for. If Parlia

ment sees fit to issue an order, Par-

iament is supreme. Parliament car

turn the Department of the Interior

inside out if it pleases, but it is no

ber of Parliament to do so, I submi

'If I am instructed to the contrary

well and good, I will accept the ir

'struction. But in so far as I under stand my duties and responsibilities

they are to carefully guard and care

for every interest and every paper

fact that a certain gentleman ha

been honored with a seat in this Par-

'liament does not give him any more

right to investigate the private busi

charge of the Department of the In-

"If the House so instructs me, then

shoulders and I care not. But so

long as the responsibility rests on my shoulders I feel bound to dis-

charge that responsibility according

to my conscience."

It may be added that it has not ur

responsibility is taken off my

ness of other people, which is

that is in that Department, and

the privilege of an individual mer

ary will some Liberals please tell us what that government has ever done or Calgary that it could help doing? or the twelve years of its existence 'earn dividends' on money they never has systematically 'knocked' this istrict for the benefit of the north invested. Their complaint is that they cannot make dividends on wat er. The reply is obvious-let the water evaporate.

country. No opportunity to spend noney in Edmonton is lost, Calgary may continue to worry along ny way it is able, so iar as Ottawa "Go through this city and district awa enterprise. It is not there to ind. The cold fact is that so long Oliver said: "The Conservatives may is the present government continues in power, and so long as Hon. Frank bliver, with one hand on the Edmon-'say they, too, are for railways. But

there is one infallible test of their "statements, At the opening of the on town pump, is running the inust so long will Calgary district and specific, formal, charges being investigated; charges preferred in the control of the co "of power there were more railway: "in the country than at the end o rom the powers at Ottawa."
"their term. They were for one rail "Calgary riding over nothing to Si Wilfrid Laurier's administration."

From which the logical and necesary conclusion is that if the Herald's eiends were in power Edmonton and the north country" would be "sys-

> ematically knocked" for the benefit f Calgary. The moral level of this kind olitical argument smells for itself.

"IN THE NAME OF HEAVEN." A centemporary grows curious now why if the late Conservative lovernment was as bad as is alleged why in the name of heaven did not the Liberal Opposition investigate or bring formal charges?" This curiosity is pretty easily gra

In the session of 1891 Mr. J. Israel farte, member for Montmagny, rose in his place in Parliament and laid formal charge against the Minister f Public Works, Sir Hector Langein, and Hon, Thomas McGreevy. nember for Quebec West. The charge egan:

"That J. Israel Tarte, Esq. member representing the electoral district of Montmagny in this House, having declared from his seat in the House that he is credibly informed, and that he believes he is able to establish by satisfactory evidence, etc., etc. He charged the Minister of Public Works and the member for Quebec West with the misappropriation of the

public funds and demanded an invesigation. The investigation was granted, the harge proven, Sir Hector Langevin was driven from the cabinet and both ae and Hon, Thomas McGreevy from

oublic life. In this case the seeker for informa ion should have no difficulty in discerning that the Opposition laid terior, than it does any other citiormal charge, undertook to prove i and did prove it.

> Again, in September, 1891, Mr. Liser. M.P., rose in his place and pre erred a formal charge beginning:

"In accordance with the notice gave yesterday I beg to move that James Frederick Lister, Esq., men. ber representing the electoral dis-trict of West Lambton, having stated in this House that he is credibly informed and that he believes he i able to establish by satisfactory evidence that, etc. The charge refers to a contract wit

ertain gentlemen for certain railway onstruction, and continues: "The said contract and the workin connection therewith were com-

"During the whole period covere by the said contract, the Hon. John G. Haggart, now Postmaster-Gene al and a member of Her Majesty's Privy Council for Canada, was a member of the House of Common for the south riding of Lanark and demand papers in its possession. His still is such member

"That the said John G. Haggart became and was beneficially inter-ested in the profits of said contract which accrued to the share thereof standing in the name of the said Peter McLaren, and has receive large sums out of the said profits and has otherwise derived direct and substantial pecuniary benefits

Here the hungerer for knowledge will find that the Liberal Opposition A new grist of dog-tags has arrivaid a formal charge, undertook d. It will now go hard with the pupprove it and demanded the chance to by whose admirer will not stand the do so. The chance was denied them and the motion for inquiry voted down. Among the names recorded The people of the Northern States against it are those of Hon, Geo. E ear another coal famine. Better mov Foster, Mr. Geo. Taylor, M.P., and in into a country that is underlain Dr. Sproule, M.P., Mr. Borden's three

> Yet again in the session of 1892 M Edgar preferred a formal charge against Sir Adolphe Caron, Postmas

electoral district of the west ridin of Ontario in this House, having that he is credibly informed, and believes that he can establish satisfactory evidence, etc.

Then follows a long list of charges

who had occasion to think he was not tion laid a formal charge, undertook country. on trial before the voters of Cal- Dr. Sproule, M.P.

> contemporary should be able to gather:

1. That the Liberal Opposition laid hree several formal charges against is many members of the Government 2. That the Liberal Opposition investigated the only one of the charges hey were allowed to investigate; very rule of Parliamentary procedure,

heir responsibility as members of of thousands. Parliament, and charges which if disife in humiliation and discredit.

vill inform us why if the present Govrnment is as bad as its opponents illege, "Why in the name of Heaven the Conservative Opposition did not nvestigate or move formal charges. Be this clearly understood: never since the present Government assumed office has a member of Parliament preferred a formal charge against any nember of that Government or any ormal charge. It must be investigated, or the Government must bear the would be appointed on the instant. The very men against whom they have launched innuendo and suspicion the most freely have been the men who invited them to come out nto the open and settle the matter ike men. Yet not a member of the Opposition since 1896 has found himself as he believed so "credibly informed" tthat a member of the Government had been guilty of wrong- Earmarked for railway land loing that he was willing to undertake the proof of a charge to that efect, or to risk his standing as member by making such charges. Yet these men complain when hey are called slanderers. What "in he name of Heaven" else can they

pleted by the said contractors, to hands of investigating the stories they

ieutenants in the House of Commons

er-General. The charge began:

"On April 6th, 1892, James D. Ed gar, the member representing stated from his place in this Hou

of corrupt association with a railwa company in the Province of Quebec rary has got nothing in the line of from which sums aggregating near overnment favors while it has been \$100,000 were obtained for the corruption of the electorate in several districts of that Province.

herefore Mr. McCarthy should be hosen to represent it again. This Here again the yearner after truth ooks like the reasoning of the man will observe that the Liberal Opposiparticularly good looking-therefore to prove it and demanded the chance e resolved to cut off his nose to to do so. They were denied the chance, and again among the men who denied them was Hon. Geo. E. Foster, Mr. Geo. Taylor, M.P., and "Now that the Laurier government

From these records the truth-thirsty

3. That after that charge had been slander is that the government has prices from the Conservative government structure of the Government violated parcelled out the land among its poli ment's political friends. It is also very precedent of Parliamentary slander in the following words: practice and every obligation of com- land, instead of going direct to the and as a matter of fact the demand mon decency to prevent two other settler, has passed first through the for land was less in the last than in specific formal charges being investigation for land was less in the last than in the first year of that rule.

earance of the movers from public 1893 pledged themselves to protect." Now perhaps as a reciprocal obligaion some Opposition contemporary

railway companies.

The present government's policy, on taking office in 1896, was "The land for the settler"; and it immediately dropped into the ballot box. But member of Parliament. Why have these gentlemen not availed themselves of the machinery at their disselves of the machinery at the m posal? A forma' charge is still a panies." The obligations, which nac panies. The obligations, which had been contracted by the Conservative ed the citadel in vain. More than served; and all that the Liberal gov. odium of violating Parliamentary law and precedent by refusing it. Nothing in the category of circumstantial label earned, and to get a move of cause their hearts burned. others had earned, and to get a move on vidence condemns a Government with regard to the land, which they siled them. Colchester is a Scott set

nore quickly and surely in the eyes were in process of earning.

We are passed by while the companion of the public than the refusal to in-

policies of the Conservative and ing of the can in Nova Scotia. Never 1878 to 1896-Railway land grants

and thrown open to free 35,501,600 should have published Colchester's Homesteaded he name of Heaven" else can they xpect to be called, or deserve to be well known, composed of political to show that, in a world where skimfriends of the Conservative governmed milk so often masquerades as ment, and that is the reason the cream, we mustn't be startled when If the Opposition members believe people's lands were dealt out to them whisky springs at us from tomate in the stories of wrong-doing they tive government reserved for its poliirculate about members of the Gov-tical railway friends 13,000,000 acres A clever, popular Candy Cold Cure Tab-

ernment and of Perliament, then they more odd-numbered sections than the let-called Preventics-is being dispensed themselves of condoning what they into account in the above contrast completely. And Preventics, being of the believed to be wrong-doing. They the item "Earmarked for railway safe and toothsome, are very fine for tave had the machinery in their grants," would have been 40,000,000 in-children. No Quinine, no laxative, noth-stead of 30,000,000. The Liberal gov- ing harsh nor sickening. Box of 48-25c ernment has taken the 30,000,000 acres Sold by all dealers.

whom they were a source of great circulate. Never have they asked in "earmarked for railway grants," and he prescribed language of Parliament given the settler immediate acce be allowed to undertake to prove them. There does not appear in that to be any chance for the middlementhem. They have declined to start the men who buy for a song and sell the machinery when explicity invited or hold for hundreds of thousands of the machinery when explicity invited of hold for hundreds of thousands of the other declines. The Ottawa Journal, when to do so. They stand guilty therefore of acquiescing in what they claim to believe to be the robbery of the public. The possession of power carries middlemen, when there were middlemen, and those middlemen were the close political friends of the government. with it the responsibility of using the friends of the government. They did power. The Opposition have had for a song and sell them for—not hun dreds of thousands of dollars—but has been in office all the power to millions. The Canadian Pacific Ra demand inquiry possessed by the Lib- way Company included many of eral Opposition in the nineties. They riends, and that company acquired have had the same sources of infor- 19,000,000 acres of western nation, the same means for finding has sold seven million acres for \$29. ut whether or not there was the 000,000, and it holds the remainder to

served them. This is to be seen i

a dying race. And that is quit creditable. But, be it remembered

the Conservatives had been i

likelihood of their being able to prove still higher prices. As the Ottawa Journal rightly said, the man wh charge. Yet they have never moved will have to meet this enhanced cost sible is that they have not been able if the Journal be regarded as having , find in the sources of information referred to the time when the Conservative government was in office. open to them and by the means undoubtedly struck the bull's-eye. eady in their hands sufficient evi-The Conservative party, naturally dence to warrant them in believing does not approve of the latest action he tales they ciculate. "In the name of the government, because the government has, undoubtedly, removed f Heaven," then, what do they take the spoils of the land from the friends he public for? or whom the Conservative party re-

MAKE THE MAJORITY LARGE. the spirit which underlies the way in which the Citizen's despatch The Toronto News says that if the dovernment should be returned by It is headed: "Last big rush for land only a small majority "it would be at Three hundred million acres given the mercy of the baser elements, and way. Men fought for places on the line. The police had to be present to keep order. Great excitement preand energetic administration. It vailed at centres." would be forced to neglect the pub-dred million of the heading is reduced "lic business in order to manage its to "approximately 3,000,000 body of the report. The 'attenuated majority, and give even figure is 30,000,000. The statement is "a semblance of protection to the also made that many of the home "public treasury." The arguments of steads are worth from \$6,000 to \$10. its opponents provide the best of rea- 000, or from \$38 to \$62 an acre, which sons for sending the Government back feeling against the government by an with a majority large enough to make appeal to the instinct of envy, which their tenure of office secure and leave lurks beneath the surface of human the Ministers free to devote their time nature, and by shocking the ideas of and attention to the business of the eastern people, not thoroughly aware of the principle of western develop ment, who think that something

lost by the country when land ON THE SIDE. given away, no matter to whom whereas, as a matter of fact, when goes to the people who will work it, a great deal is gained by the country. In Quebec Mr. Borden reached the conclusion that the Quebec bridge The exaggeration, both in the headshould be re-built. Well! Well! lines and in the report, is evidently ntentional; and aims at exciting th Mr. Fowler, M.P., has given anoth meaner passions. The statement that er exhibition of his unfailing nerve. t is the last big rush than can ever He alluded in a recent speech to tombe witnessed in North America however, presumably an appeal the sentiment which sheds tears over

THE LAND FOR THE SETTLER. now events give the lie to slanders power and had continued their policy newspapers which disseminate them the land, for such a rush, would not to have to give them the lie in their have been available. own news columns. A stock Tory would have had to buy at enhanced tical favorites. Only recently worth bearing in mind that there was Ottawa Journal gave expression to the no rush for western lands during the "The eighteen years of Conservative rule government, some of them now even choice colchester tomatoes. cribed language of Parliament, ing the government, men who buy for Canadian Collier's-The demon charges upon which the movers staked a song and sell or held for hundred has been playing havoc in Colchester The man who is to Nova Scotia. It was served out by meet the enhanced cost which the man named Bayne, an agent who did speculators are to exact is the settler not believe that by-elections were proven meant the summary disap- whose interest the Liberal leaders of made with prayers, and his baneful

influence seems to have pretty well The Ottawa Journal, together with pervaded the whole country. such avowedly. Tory papers as the was a person of judgment. He parted Ottawa Citizen, the Montreal Gazette with only so much of his treasure as and the Mail and Empire, published each case warranted. To one he gave this week, despatches from Winnipeg. what might be held in a flask, to anlated September 1 and 2, giving par other a bottle, to another a demiriculars of the rush made for the land. john, gauging the voter by his cubic which, on the former day was arown open for settlement. This land is, ac cording to the despatches, 30,000,000 for the lone drinkers, the demijohns deres, and consists of odd-numbered for prominent citizens with troops of sections, which the Conservative gov people with weak heads that might ernment had reserved for bonuses to be upset by liquor he gave anywhere be upset by liquor he gave anywhere

ailed them. Colchester is a Scott act

sea, makes the air salt and the water Parliamentary form, and on the reestigate charges preferred in regular lies were doing this, and it was not unway lands, granted under contract, wet them for years, nor had the worm sponsibility of a member of Parliament. Time after time the Opposition have been invited to move that the balance of the odd-numbered sections available for settlement. The harge whether against a member of the odd-numbered section been occurred by the conservative government, were finally selected, leaving the balance of the odd-numbered section brought Bayne and his liquid tions available for settlement. The bane along Colchester fell to it. But intervening months have been occurred by the made by the Conservative government, were finally selected, leaving been quenched. So, when a by-election brought bane along Colchester fell to it. But intervening months have been occurred by the made by the Conservative government. The bane along Colchester, nor had the worm died in Colch intervening months have been occu- not without a struggle. The he Government or a supporter, and pied in clearing things up and in strove with the spirits, but the flesh making preparations for what is now was weak. But Bayne didn't fight fair. would be appointed on the instant. thrown open at the earliest moment possible; the government, at least has the satisfaction of completely ful "choice tomatoes." So was the filling its pledge that the lands should breach made, so was the rampart be for the settler and not the railway scaled and resolution overthrown. The following is a contrast of the render? Never was there such a rush-

> Liberal governments:
>
> Land for the railway companies ation on opening the can to find in it the old familiar juice that puts ... 30,000,000 even a wise man like Omar Khayyam 10,000,000 sackcloth and ashes. When Canada Land for the settler, 1897 to 1908—. read that the Conservatives had elect-Railway land grants ...... Withdrawn from railways

area surveyed actually provided for, by druggists everywhere. In a few hours