THE WEST, REGINA, WEDNESDAY, SEPTEMBER 30, 1908.

MR. R. L. BORDEN.
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The Liberal-Conservative Platform

As Enunciated at Halifax and Other Places by Mr. R. L. Borden, Leader of His Majesty's Loyal Opposition in the House of Commons.
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1. Honest appropriation and expenditure of public moneys in the public interest.
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2. Appointment of public officials under consideration of capacity and personal character and not of party service alone.
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3. More effective provisions to punish bribery and fraud at elections, to ensure through publicity as to expenditures by political organizations, to prevent the accumulation of campaign funds for corrupt purposes and to prohibit contributions thereto by corporations, contractors and promoters, to expedate hearing of election petitions, and to prevent collusive arrangements for the withdrawal or compromise thereof, to provide for a thorough investigation of corrupt practices and if necessary to appoint an independent prosecuting officer to enforce the laws so amended.
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4. A thorough and complete reformation of the laws relating to the Civil Service so that future appointments shall be made by an independent commission acting upon the report of examiners after competitive examination.
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5. Such reform in the selecting of members of the senate as will make that chamber a more useful and representative body.
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6. A more careful selection of the sources from which immigration shall be sought, a more rigid inspection of immigrants and the abolition of the bonus system, except under very special circumstances and for the purpose of obtaining particularly desirable classes of settlers.
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7. The management and development of the public domain (in which are to be included great national franchises) for the public benefit and under such conditions that a reasonable proportion of the increment of value arising therefrom shall inure to the people.
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8. The operation and management of our government railways by an independent commission, free from partizan control or interference.
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9. Development and improvement of our national waterways, the equipment of national ports, the improvement of transportation facilities and subsequent reduction of freight rates between the place of production and market, whether at home or abroad, and the establishment of a thorough system of cold storage.
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10. The re-organization of the present railway commission as a public utilities commission with wider power and more extended jurisdiction, so as to establish thorough and effective control over all corporations owning or operating public utilities or invested with a franchise of a national character.
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11. The establishment after due investigation of a system of national telegraphs and telephones under conditions which shall be just to capital already invested in those enterprises.
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12. The improvement of existing postal facilities, especially in newly developed portions of the country, and inauguration, after proper enquiry as to cost of a system of free rural mail delivery.
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13. A fiscal policy which will promote the production within Canada of all useful articles that can be advantageously manufactured from or by means of our natural resources, having due regard to the interests of the consumer as well as to the just claims of our wage-earning population.
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14. The promotion by negotiation and other constitutional means of a system of mutual preferential trade within the empire.
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15. The restoration of the public lands to the provinces of Alberta and Saskatchewan upon fair terms.
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16. The unimpared maintenance of all powers of self-government which have been conferred upon the provinces of Canada under the constitution.
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T. M. DALY ADDRESSES ELECTORS OF BRANDON

Exposures of the Misdoings in the Sifton Rule---Prosperity the Result of the National Policy---Contrast the Two Policies in the Past---Building the C.P.R.

At a meeting in Brandon after his nomination, Hon. T. M. Daly is reported as having spoken as follows:

"I am glad to be home again. Before I am done to-night I will show why I am glad to be home again. It was in 1887 I first ran. I went into that fight to win. It was an uphill contest. I was not afraid of that battle. I went in to win and I won.

"The men of their sons who stood by me and fought with me at that time will stand by me again." (Applause.) He referred to the last fight he was in in 1904, when Sir John A. Macdonald was making his last stand. At that time Joe Martin was his opponent. He (Mr. Daly) was convinced his cause was a good one, and he won again. He was opposed not only by Joe Martin, but by the whole Manitoba Liberal cabinet. He won by four hundred and sixty-three. He had the electors of the constituency at his back. In 1892 he was elected by acclamation as a cabinet minister. Since that time he had remained from politics. He had not even voted, as he did not believe as a government official he should take any part in politics.

MANY APPEALS

During the past six months appeal after appeal had been made to him by his friends to run again. So strong were the appeals that he could not resist. "I am back again as your candidate," he exclaimed amidst wild cheers. Brandon has secured a notorious reputation through the length and breadth of Canada. It was the talk of the Dominion that the constituency was bought up by wholesale.

"Will you longer stand this reproach?" he cried, and the audience roared back with shouts of "No never." "I am told that I am going up against a tremendous proposition. Sifton's barrel of money. I come to you without money or without price and appeal to you to vote for me and uphold my government." Cheers and prolonged were the cheers. He referred to the notorious Algoma Indian deal, and the connection of Sifton with the transaction, for which Brandon citizens made $90,000 profit.

"If he had Mr. Sifton's record, he would not show his face in Brandon. He asked what Mr. Sifton had done for Brandon. He was too busy looking after his own affairs. He referred to the fact that he secured for Brandon their present post office. They needed a new post office, but Sifton had made no move for it. Hull had secured for Winnipeg a magnificent building, and where, next to his own paper, the Free Press, it his own paper, the Free Press. It was a job and every man in Winnipeg considered it a job. He considers it a job.

"It has been said we have no platform. We have a platform and the platform is honest government. The first plank is honest government. The second plank is to be found in the length and breadth of the Dominion from Nova Scotia to the Yukon, the government voters said: Why don't you ask for an enquiry? They have asked for an enquiry. But every resolution for an enquiry, but every resolution for an investigation was broken down in the public accounts committee every attempt to get at the truth was blocked by Liberal lawyers. "A CONTRAST

He contrasted the way in which the Conservatives acted at the time of the Mackenzie scandals.

Continuing Mr. Daly said: By way of answering the charges of mismanagement, extravagance and incapacity that are deservedly urged against the members of the government, I am told that Sir Wilfrid Laurier down from Sir Wilfrid Laurier down to those who like my opponent, are answering and apologizing for the government, they are continually boasting of the great prosperity that Canada has enjoyed for the past ten years, and to the way in which our industries have been built up by great practices have been built up by seeing thousands of settlers and seeming thousands of settlers, and how our industries are flourishing in the great west, our industries are flourishing in all directions. Now, no one rejoices more than I, and as I have said, I am a patriotic Canadian, and particularly a member of the Conservative party, a member of the Conservative party, the great advancement in Canada, the great advancement in Canada during this period since has made during this period since this is not the endorsement that I claim is the best endorsement that I can be the best endorsement that I can be the best of the policy adopted and carried into effect by Sir John Macdonald and the leaders of the Conservative party when they laid the foundations of our country's greatness. It is a monument to our country's greatness. It is a monument to our country's greatness. It makes one smile when one finds Sir Wilfrid Laurier and his followers, who are trying to their doors and their policy, to their doors and their policy. The fact is, the country advanced in spite of them. Notwithstanding their mismanagement, when taken to the test of their ability and their mismanagement, when taken to the test of their ability, they claim this credit to themselves, did they? Did they claim this credit to themselves? They have a state this part their party played in the opening up of the country, and the part their party played in the opening up of the country. Did they state the part they played in the opening up of the great North-West, and their attempts to spoil the development of the great North-West, and their attempts to spoil the Canadian Pacific railway, and now Liberals committed themselves to the Canadian Pacific railway, and how, Liberals committed themselves to a

by Mackenzie's ambitious policy and his determination to utilize the waters of the lakes between Lake Superior and Selkirk, he delayed the building of that great waterway for years, of that great waterway for years, entailed an enormous burden upon the people of Canada, and stayed the progress of Manitoba and the North-West territories.

CRIMINAL EXTRAVAGANCE

They talk of our large land grants to railways. Sir Wilfrid Laurier speaks of the land grant to the Canadian Pacific Railway as criminal extravagance. Does the right honorable gentleman stop to tell the people of Canada he was a member of the government in 1874 that by statute offered a land grant for the building of this railway that equalled over fifty-two million acres of Northwest lands in addition to a cash subsidy of ten thousand dollars per mile. That is the Mackenzie scheme was to build the railway in sections and give 20,000 acres per mile to the contractors in addition to a cash subsidy, and when the contractors had finished their work they were to own the railway and operate it for their own advantage and benefit. Further that the government in addition to the $10,000 per mile cash subsidy were to guarantee bonds for a further sum not named at four per cent per annum for 25 years. Two-thirds of the land grant was to be sold by the government at prices to be agreed upon, and the proceeds of the sale accounted for to the contractors, and all this done by the government free of charge to the contractors. Does Sir Wilfrid Laurier tell his hearers that if you take the mileage from Calladar Junction to Vancouver, Calladar Junction to Vancouver, the length of the line upon which this subsidy was to be paid is 2,362 miles, and that it would mean $7,200,000 acres of land and $23,620,000 in cash. And yet this is the policy he and his party supported, and this is the policy they were willing to enflesh burden they were willing to enflesh upon the people of Canada for the road. Wherein lies the sincerity in their criticisms of the 25,000,000 acres of land given by Sir John Macdonald for the C.P.R.?

SOME LIBERAL HISTORY

Does Sir Wilfrid tell the people of Canada of the wonderful statesmanship exhibited by him and his colleagues when, on the 24th of December, 1874, they passed that memorable order in council on the recommendation of the Hon. David Mills, then minister of the interior, wherein they undertook to give 20 miles on each side of the railway, the surveyed route from Winnipeg to Fort Pelly, were withdrawn from sale and settlement? Withdrawn from sale and settlement? And that by subsequent orders in council this 20 miles was extended to 40 miles, and in the Rocky Mountains, "owing to the continued dissatisfaction of the Province of British Columbia with the terms of the union, they found it expedient to authorize these conditions to ameliorate." Then passed another in November, 1877, passed another, and in November, 1879, passed another, parliament voters said: Why don't you ask for an enquiry? They have asked for an enquiry. But every resolution for an enquiry, but every resolution for an investigation was broken down in the public accounts committee every attempt to get at the truth was blocked by Liberal lawyers. "truth was blocked by Liberal lawyers."

A CONTRAST

He contrasted the way in which the Conservatives acted at the time of the Pacific scandal with the way the Conservatives acted at the time of the Mackenzie scandals.

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subsidy of $20,000 a mile, the Conservatives were satisfied and got the railway built, on a subsidy of 6,400 acres per mile, except their land grant to the Hudson's Bay railway, to which they gave 12,800 acres per mile. I ask is there any man in this audience, any man in Canada who does not appreciate the fact that any government that was opening up and developing this great country was perfectly justified in giving a liberal land grant for the building of railways. I find Mr. Oliver and others speaking of the thirty-one million acres of land granted by the Conservative government to railways. It is true they did so, and it was by the adoption of this principle that the settlement and opening up of the grand west was made possible. There is another feature of the Liberal policy I would like to enlarge upon if time permitted, and that is Mr. David Mills' still-born measure for the building of branch railway lines outside the forty-mile limit. This bill, which never went further than the second reading, provided for 6,400 acres per mile. If it had become law, if it had been taken advantage of, the whole available land outside the 40-mile belt would have been locked up for years, and would not have been available for settlers. Let it be understood that the Conservative party are proud of their policy in connection with the building of the C.P.R. They have nothing to retract, or withdraw, or be ashamed of in connection with that great work. With the liberal party he able to say the same thing by the time the eastern section of the C.P.R. is completed, which all the townsites have been located and paid for, and the classification of work has been carried out to the satisfaction of the contractors? If I mistake not there will be something to investigate, and something to be ashamed of. And right here, Mr. Chairman, allow me to say that there is nothing and never has been any expression or implied intention upon the part of Mr. Borden or his followers to repeal or rescind, or attempt in any way to interfere with the corporate rights of the C.P.R. Their contract, whatever its merits may be, is a solemn one, entered into with the Dominion authorities and confirmed by parliament.

DIFFERENT LINES

All that Mr. Borden or anyone else has said is that if he and the Conservative party are returned to power, they will see that the construction of this road is undertaken upon the lines originally contemplated, and that the work shall be prosecuted with the vigorous energy evidently governing the work. The Conservative party is not a party of repudiation. It had a railway policy, and it did not repudiate it. The Conservative party has in every way carried out its obligations and promises, and will do so for all time to come. And this great transcontinental line, the C.P.R. of which all Canadians are justly proud, was built in spite of determined bitter hostility of the Liberal party, of Canada. They vounted in parliament on the platform, and in the press of Ontario and so bitter was their hostility and so effective, that the Liberal party to thwart the efforts of the railway in this direction, and those who are old enough will recollect that the contractors had to go to the government for a loan of thirty million dollars in order to tide them over the difficulties then created. Such faith had Sir John Macdonald and his colleagues in the future of the country and the success of this great enterprise, that they introduced a measure granting this loan upon said security, and upon onerous conditions. It is a matter of history that Blake, Mackenzie and Laurier, and others of that ilk, fought this measure for weeks. The future of Canada stood trembling in the balance, but the majority ruled. That majority was Conservative, that supported a Conservative government and a Conservative policy. The day was won, the loan was secured, Canada was saved, and the company repaid every dollar of principal and interest, and the people's road was built. And those who are the men and the over patriotic who hold Canada and its future in contempt, who now have the audacity to appeal to the electors of this country, as men responsible for its advancement and progress. They were willing that Canada should stand repudiated in the eyes of the world and be known as a country whose future was not sufficient to justify the construction of this railway.

REAP CREDIT

And they now want to reap credit for the work that was done in spite of them. They want further, and as our late leader Sir Charles Tupper has recently published in an open letter to Sir Wilfrid Laurier, they placed upon the journals of the house a resolution practically repudiating the solemn contract and obligation that had been entered into between the people of Canada and the government of British Columbia. If this resolution of Mr. Blake's postponing the consideration of the C.P.R. in British Columbia had carried it would have been complete repudiation of the Carnarvon promises, and placed Canada in a most unenviable position in the eyes of British statesmen. Then, as now and so on forever, the Liberal party is and will be a party of opportunity and cowardicy. Anything and everything for power. Their path is strewn with broken promises and pledges. As I said before, we are all genuflect for the season of prosperity we have enjoyed of late years, but we say that the Liberal party have no right to receive credit for it. Has anything to do with the seasons we have enjoyed, has the general prosperity throughout the world had nothing to do with the prosperity of Canada and was it not by the construction and completion of the C.P.R. and the inauguration of a national policy in 1878 by Sir John Macdonald and his then government that it is today the open door to the thousands who have since come in to make it their home? The present government have repudiated their promises of free trade and unrestricted reciprocity, and although year by year they bitterly abused this policy when in opposition, the moment they assumed the responsibility of government they accepted our policy in full. By this acceptance they have acknowledged its efficacy and its good.

WHERE, OH, WHERE

If they had carried out the pledges and promises they made to the people of Canada, and proclaimed by their Ottawa platform in 1903 on the question of free trade, where would Canada have been today?? Where would her prosperity be?? We would be the laughing stock of the world and the butt of ridicule.

(Continued on page 68)

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