then you must be absolutely independent of them (Great applause)

within their power to close our trade at any time they choose, and to stop the C. P. R. from carrying goods to the ocean in the winter time they have only to suspend the bonding privilege always be a remote one, but sir, it would not be the part of prudence to The Intercolonial cost this country rely on our American brethren. We seventy and a half million dollars, and have it in our hands at a very small cost to have a railway of our .own, every inch on Canadian territory. Now, Sir, Mr. Borden, when he was here, stated to you that the contract which we had made to build this railway was made in such a way that we would have to pay nine-tenths of the cost for construction, and the G. T. P. onetenth only, and that is the way he put it to you. He asked, is it fair for the Government to make an arrangement whereby the Government is to construct a railway and pay nine-tenths of the cost and the G. T. P. only onetenth? I answer at once and say, no, that would not be fair if it were true, but it is not true. (Applause.) I am surprised that a man of Mr. Borden's responsibility should make such a wild and rash statement in the face of the facts which are there before the people and which can be contradicted. The facts I am going to place before you. are not my own making; they are in the blue books of the Canadian people and they are in black and white and he who runs may read.

Terms of the Contract.

What are the conditions we have

made with the G. T. P. for building and operating of that road? The road is divided into two sections, what we call the eastern section and the western section-one section from Moneton to Winnipeg, and one section from Winni. peg to Fort Simpson, on the Pacific Ocean. The section which is to be built by the Government is the eastern section, 1,875 miles, and when it is leased by the G. T. P. Railway. That is the contract, and the terms of the contract. By the terms of the lease the G. T. P. are to pay to the Government 3 per cent upon the cost of the Now, we expect to build that road by borrowing the money at the rate of 3 per cent. We expect it will cost us \$71,000,000, including the inter-Therefore, the G. T. P. will pay us 3 per cent interest on \$71,000,000. whatever the cost of the road may be, and therefore, ifthat is carried out you will see that that section will cost you nothing whatever. (Applause.) It will not cost you a cent. Now, if a man in the town of Wingham were to borare pouring in from all parts of the world, and from the very first there will be profits. The earnings will be there from the very first. Therefore, from the very moment the road is constructed the road will pay all the interest. There are 480 miles of the mountain section, and it is estimated that there might perhaps be a little more difficulty there. We do not expect that in the mountain section the road will pay for the first year, and we do not expect that in the eastern section the road will pay for the first period. We expect that it will take some years before the road is able to make sufficient money to pay expenses, and to pay interest on the capital invested. We have estimated seven years. We shall pay interest on three-quarters of the bonds ssued by the company to build the mountain section, and for seven years on the eastern section we make an abatement to the company of the interest on the lease which we are about to give them so that on both ends our contract with the company is that for seven years we shall pay the interest. Our surplus over all expenditures in the year 1903 was more than \$14,000,000, and if you reflect that in the year 1904 our surplus was more than \$15,000,000, do you think we would be very much burdened by the sum of fifteen millions and a half. (Applause.)

Mr. Borden's Plan Compared.

Now, gentlemen, compare this contract with the contract which was and let me tell you also I am an admade by the Government of Sir John mirer of Sir Charles Tupper. I have Macdonald for the construction of the sat opposite him and we have ex-Canadian Pacific Railway. Why they changed many a hard blow, and I have gave to the company \$25,000,000 in cash. always admired his ability, but I do They gave 25,000,000 acres of land, worth not admire him as a prophet. I think at least \$2 an acre. They gave them he is a failure in that capacity, but the portions of the road already con-structed by the Government. They admit he was a man of very great gave them exemption from taxation, ability; but what was the result of his and they gave them exemption from management of the Intercolonial? competition. Our contract is free from Deficit after deficit. After him we had all these charges. They gave in cash, a man who is dear to every Conser-and land, and in work completed more vative, and whose name is revered by than \$100,000,000, and they gave them exemption from taxation for more than He tried his hand at the administra-20 years, and also exemption from com-petition, and in the face of these enor-deficit upon deficit. After him we had mous charges which were put upon Mr. John Henry Pope, one of the ablest the people, these Conservative friends men in the Conservative party, and the of ours cover their faces with their result was the same, deficit after hands at our extravagance. Gentle- deficit. And after him we had Mr. men, it is marvelous how the Conser- John Haggart, the railway critic of the vatives have become economical since Opposition of today. The same story vatives have become economical since they have no longer the control of the purse. (Laughter.) But, sir, let me go further, Mr. Borden has a plan for constructing this railway. It was a long time before he could find his moorings upon this question, and he squirmed and looked about him, and he wabbled, and it was only after a series of wabbling that he was at last able to say,

we should have the eating of it. Well, sir, we have had that kind of an apple to inculcate upon the minds of the Canadian people to be as thoroughly Canadian people to be as thoroughly Canadian as the Americans are thoroughly American. If you want to have the best possible relations with our neigbors have the Intercolonial, built and managed by the Government of Canada.

We should have the eating of it. Well, sir, we have had that kind of an apple to get their own party today, or the policy of their party in the policy of the policy of Mr. Borden? In name it is yet the Conservative party; but let me tell them they have no longer the policy of the Conservative party, but it is the policy of the Conservative party, but it is the policy of the Conservative party, but it is the policy of the Populists of the Other and Sir Mackenzie.

Is what you are going to do. You have recognize their own party today, or the policy of their party in the policy of Mr. Borden? In name it is yet the Conservative party; but let me tell them they have no longer the policy of the Conservative party, but it is the policy of the Conservative party, but it is the policy of the Conservative party, but it is the policy of the Populists of the Other and Sir Mackenzie.

Is what you are going to do. You have recognize their own party today, or the policy of Mr. Borden? In name it is yet the Conservative party; but let me tell them they have no longer the policy of the Conservative party, but it is the policy of the Conservative party, but it is the policy of the Conservative party, but it is the policy of the Conservative party, but it is the policy of the Conservative party, but it is the policy of the Conservative party, but it is the policy of the Conservative party, but it is the policy of the Conservative party, but it is the policy of the Conservative party, but it is the policy of the Conservative party, but it is the policy of Mr. Borden? In name it is yet the Conservative party; but let me tell them they have no longer the policy of t aged by the Government of Canada. At the present time they have it past we must expect that on this new ernment ownership and Government something besides Providence in workrailway we will have the same difficulties that we have had on the Inof the Intercolonial since 1875? Mr. Borden knows, and the friends of Mr. Borden in this audience know that the Inover the State of Maine. But you tell den in this audience know that the Intercolonial Railway never paid a dolfar me that is a very far remote conting-ency, that it is not an approximate con-of interest on the capital that was intingency. I hope not, and I hope it will vested in it. They never paid sufficient



In a Characteristic Attitude, it has never earned one dollar of interest. In other words, the ratepayers row \$1,000 to build a house, and built County of Huron have invested out of is my country as well as yours. it, and as soon as it is built he could your earnings for the building of the (Cheers.) I come to you here as a Canif, and as soon as it is built he could find a tenant who would pay him 3 per cent of the cost of the house, if you have never received a dollar, and yet you have never received a dollar, and the limits of my country \$20,000,000? We have to build you have never received a dollar of interest, and if Mr. Bordal expert to understand it. Now, that care I if the railway costs the bell, Liberal candidate for North Bruce, occurry \$20,000,000? We have to build those in Wingham, and over the big strung banners and devices similar to those in Wingham, and over the big strung banners and devices similar to those in Wingham, and over the big strung banners and devices similar to those in Wingham, and over the big strung banners and devices similar to those in Wingham, and over the big strung banners and devices similar to those in Wingham, and over the big strung banners and devices similar to those in Wingham, and over the big strung banners and devices similar to those in Wingham, and over the big strung banners and devices similar to the railway costs the what care I if the railway costs the what care I if the railway costs the big of any country are the ocean, and the limits of my country are the ocean, and the limits of my country are the ocean, and the waying that he was unfortunately unterested by \$86,000,000, while during the dollars, and the limits of my country are the ocean, and the vocal was an arilway. It is the railway costs the what care I if the railway costs the build the railway costs the what care I if the railway costs the build the railway costs the what care I if the railway costs the build the railway costs the what care I if the railway costs the build the railway costs the what care I if the railway costs the what care I if the railway costs the what care I if the railway costs the build the railway costs the what care I if the railway costs the what ca On the other side of the continent, from paying interest and you would have forover. (Prolonged cheers.) Winnipeg to the mountains, the G. T. the road for nothing, and under Mr. P. are to build the road with their own Borden's plans you would have to pay Mr. Geo. C. Gibbons, K.C. money, and not with the money of the interest year after year upon the money, and not with the money of the interest year after year upon the Mr. George C. Gibbons, K.C., of Lon-Government, and we are going to guar- amount invested, say one hundred and don, followed Sir Wilfrid with a vigor-Government, and we are going to guarantee the cost of the construction for three-quarters of the amount invested, say one nundred and fifty million dollars—you would have to pay three or four million dollars of in the prairie section and it is estimating the proposition made were plenty of openings in the walls, because of his eye bespoke the excellent of the canada which he reproposition made were plenty of openings in the walls, because of his eye bespoke the excellent of the canada which he is enjoying, and the enthusiasm within him, bred of being the leader in a great and just cause, er, with regard to the transcontinental

The Intercoionia has been in operation since 1875, almost thirty years, and during all these years it has earned eighty-four million dollars, and to earn that eighty-four million dollars, no cost us ninety-two million dollars. Do you call that a very profitable operation, and will Mr. Borden tell us that it is an ideal example which he wants us to follow? That is his new policy. That is his new policy or million dollars in the says it is not free from defect, "but place me in power and I shall do better the leading figure, and is it not a manufacturer in the country that control the place me in power and I shall do better the leading figure, and is it not a manufacture in the country that heave heard that language before, and if I have heard that language before, tion since 1875, almost thiry years, and spicuous than he could have in any during all these years it has a counted good by those at least \$17,000,000, the cost at which I have heard that language before, and I he started. Who would have thought I have heard it in the mouth of just as of Chamberlainism if Sir Wilfrid had have sold 100,000 more stoyes if he could hav

A man the very incarnation of nonesty.

A man who is known to have been one of the very ablest of administrators in Tarte—and Mr. Israel

Tarte—and Mr. Israel

Tarte was a to build it up? Are you, when you they listened to the Premier, and the proposed the composition which they appropried to the premier, and the composition which they appropried to the premier, and the composition which they appropried to the premier, and the composition which they appropried to the premier, and the composition which they appropried to the premier, and the composition which they appropried to the south, ence and their enthusiasm, and there are the composition which they appropried to the composition which they appropried to the composition which they are the composition which the composition which they are the composition which they are the composition which they are the composition which the composition which they are the composition which the composition whi plause.) You will agree with me and Premier Has an Iron Hand. Mr. Borden will have to agree with me, that Mr. Mackenzie was an able man. And I do not think I will do an injury to Mr. Borden or his friends if I say I do not find in his crowd any better man than Mr. Alexander Mackenzie. He administered the road for three years, and the result was a series of deficits after deficits. Sir Charles Tupper took the administration afterwards from 1878 to 1883. Perhaps there are Conservatives in this audience who are admirers of Sir Charles Tupper. every Canadian, Sir John Macdonald.

aged by the Government of Canada. Sir Charles Tupper and Sir Mackenzie apple as it always seems to be on the If we are to judge the future by the Bowell condemned the policy of Government of Canada. Sir Charles Tupper and Sir Mackenzie apple as it always seems to be on the If we are to judge the future by the Bowell condemned the policy of Government of Canada. administration. We had to discuss these ing out the results we have achieved same questions at the time of the contercolonial. What has been the history struction of the Canadian Pacific Rail- A Tribute to Mr. Sifton. company, and they condemned in the ment. In the old days we used to spend demonstration held in honor of his strongest terms the policy of Government ownership, and it appears it is not the shadow of Sir John Macdonald them out here and we paid for more

> the Government, the whole Conserva- carried out on business principles. tive party and the party press in every Wilfrid Laurier has put the right kind part of the country, from the Mail and of men in charge of the department. I Empire to the lowest sheet in every will say this for Hon. Clifford Sifton, part of the country, would have double. the Minister of the Interior—that he has air was filled with waving hands and leaded articles, calling upon the Cana- done more in one year to bring imhats and handkerchiefs. Never in the dian people to scorn such a proposition, dian people to scorn such a proposition, migration to this country than his pretive orators would be holding up the a business system. He has flooded the tive orators would be holding up the Liberal party to ridicule for adopting such a scheme as that. They used to tell us in former days that we Grits State of Iowa, Dakota or Minnesota their distinguished visitor was more than a political leader; that he was a were no good at governing. We were that does not now know something good critics, we were good enough for about Canada, Mr. Sifton has kept at Opposition, but we hadn't the con- it, and the result has been that last structive genius to govern. Well, duryear 120,000 people came into the couning the last eight years I think we try. It was not always thus, How sad have shown we can govern, and govern it used to be when the tide was going pretty successfully. (Applause.) And whether it he the work of Providence or of our own hands, the result is the United States was household furniture, of our own hands, the result is the same; it has been good enough, and if we are sustained in power—as I am made that there were 1,181,000 of our made that there were 1,181,000 of our for the next five years in the same way. (Cheers.)

I hope before I die to see the day "But the tide has turned, and the when this great railway shall be completed from St. John and Halifax up to Port Simpson on the Pacific Ocean, and Uncle Sam with his Star-spangled when the train shall pass over these trousers marching into the Northwest. ada and Great Britain and Asia, and He is welcome. That is what we want we shall enjoy a prosperity still more him to do. and still greater than we have had

Canada First and Forever.

One word more. You have heard my friend Dr. Macdonald, and I think you are satisfied with him; if you are not, then you are very difficult to please, because we are satisfied with him at Ottawa, and if you will send him back again, I can ask for no better man than Dr. Macdonald. My stay in the Province of Ontario must be very short. I come from a neighboring province, and after this week I shall have to go back to that province, and perhaps to the Maritime Provinces; but let me tell you, gentlemen, that though I come from Quebec this is my provof Canada and the ratepayers of the ince as well as yours. (Cheres.) This

Mr. George C. Gibbons, K.C., of Lon- Population Follows the Road.

administered by as good men as Mr. campaign. We went out and said that because they required more manuing an audience of extra high intelligence. The volumer element of the votadministered by as good men as Mr. Borden. The first man who administered that road was as good a man as ever lived in Canadian history. A man good enough for the people of his own the country to honor, but our opponents of the country to honor, but our opponents of the country to honor, but our opponents of the country to honor but our opponents of the country to whose name is dear to all Canadians. country to honor, but our opponents an immense country. It is a country them, were conspicuous by their pres-

The real mild man, the gentle man, found this man had an iron hand. Sir first Wilfrid is with you yet, the leader of the

foreign territory. For my part I do not want to have any mistakes or doubts about that. I do not want to appear about that. I do not want to appear is it? Let me compare his plan and it is the policy of the Canadian Government that we have a railway from one ment that we have a railway from one disputes that this railway must be built, and that it is an imperative necessity at this moment. We admit that our American brethern are good, and we are on satisfact-We admit that our American brethern are good, and we are on satisfacttory terms with them at the present
moment. They are a great people everybody admits, and for my part ever
body admits, and for my part ever
since I have been a young man, and

we admit that our American breththe mode of building it. He objects to
people, who have not been able to make
the two ends meet upon a 1,200-mile
railway, to ask them to extend that
system across the continent over a line
of 3,000 miles? The result would be simnot live upon the past. The people of
Canada must have a glory of their own
language, our laws, our liberty, but
whatever it has done for us, we cannot live upon the past. The people of
Canada must have a glory of their own
language, our laws, our liberty, but
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Canada must have a glory of their own
language, our laws, our liberty, but
whatever it has done for us, our laws, our liberty, but
whatever it has done for us, and the glory of the cost of th of the American people, I have never they might just as well pay the other teased to proclaim and I do proclaim that I am a friend it at this moment that I am a friend and admirer of the great American nation. I admire their push and energy, ernment deserving of your support? It is said that Providence is with them.

It is a good thing to be on the side of Providence. I think we had better be content and stay there. I hope you will

in the last eight years.

"We have had a magnificent admin-istration of the immigration Departenormous sams of money bringing im- presence in the exhibition grounds. migrants to this country. We brought Wingham was grand, but Lucknow they are following, but it is the presence of my friend, W. F. Maclean, of the Toronto World. He is bossing the party and giving it its policy. (Laugh-party and giving it its policy.) ter.)

When we determined to build this railway, if we had made the policy, and said it should be built and operated by the Government, the whole Conserver.

In the country to account for the ordinary increase. We brought immigrants out, but they drifted into the Western States. The immigration policy instituted by this Government has been the Government, the whole Conserver. decessors did in fifteen. He has adopted such a grand, spontaneous welcome to items in the entries of shipments to the people in the United States. The Tide Has Turned.

people are coming to us from the Unit-

Canada first. Canada last, and Canada a cost is a mere pittance. No person forover. (Prolonged cheers.) is a railway within fifteen or twenty

Mr. Gibbons.

entrained for Lucknow.

THE LUCKNOW GATHERING An Immense Turnout at the Old

Town in South Bruce. The grand climax to the great day of

triumph was marked by the reception of the Premier here, and the monster platform of their car and began to descend into the carriages that were ready for them, the great crowd burst statesman whose renown had spread far outside the boundaries of his land, and whose great deeds for Canada were known far and wide. The Wingham band, which had come on the same train, striking up a triumphant march, fell in behind the carriage containing the Premier, the candidate for the riding, and some of the prominent Liberal

workers. Then came the carriage containing Lady Laurier and a number of other ladies. This was the head of the procession, and this was the loadstone which drew after it a procession the like of which, for numbers and enthusiasm, had never been seen in the town since the very beginning of its history. Dozens and dozens of carriages, packed to the full with occupants whose enthusiasm overflowed in many a burst of loud cheering, followed in the during the last eight years. (Applause.)

"What has Sir Wilfrid done for you? What has band took up the Strains of the march much strains. The Lucknow brass band took up the have you to complain of if his name is on the lips of every statesman in the lips of every statesman in the have you to complain of if his name is on the lips of every statesman in the British Empire? He has crushed the racial cry. He has crushed the religious cry. (Applause.) This is well, as you are never going to have a Canada that amounts to anything until you are ready to shake hands with the French-canadian and the man from Nova Scotia, New Brunswick and the other provinces. Then we are going to have Scotia, New Brunswick and the other provinces. Then we are going to have a glorious Canada. Sir Wilfrid is a glorious Canada. Sir Wilfrid is a grounds, which, taking the route the route of the route of the route of the route of the country towards the exhibition field; P. A. Malcolmson, secretary of constructed a policy which has opened to the route of t a glorious Canada. Sir Wilfrid is a credit not only to the whole of Canada but to the whole of the British nation.

The glorious sun overhead to the country towards the exhibition field; P. A. Malcolmson, secretary of the reception committee; R. D. Camber of the glorious sun overhead to the depot. The glorious sun overhead to the country towards the exhibition field; P. A. Malcolmson, secretary of the reception committee; R. D. Camber of the glorious sun overhead to the depot. The glorious sun overhead to the country towards the exhibition field; P. A. Malcolmson, secretary of the reception committee; R. D. Camber of the glorious sun overhead to the country towards the exhibition of the secretary of the reception committee; R. D. Camber of the glorious sun overhead to the country towards the exhibition of the secretary of the reception committee; R. D. Camber of the glorious sun overhead to the country towards the exhibition of the secretary of the reception committee; R. D. Camber of the glorious sun overhead to the country towards the exhibition of the secretary of the reception committee; R. D. Camber of the glorious sun overhead to the country towards the exhibition of the secretary of the reception committee; R. D. Camber of the glorious sun overhead to the country towards the exhibition of the secretary of the reception committee; R. D. Camber of the glorious sun overhead to the country towards th but to the whole of the British nation. I know that you are not so foolish, that the depot. The glorious sun overhead The ladies who accompanied Lady policy which has made this land wide-I know that you are not so foolish, that you are not so storid, that you will and the sweet wind playing on the turn him down. The Opposition has made much talk about the Grand Trunk added to the animation and pictures queness of the scene. Overhead were pacific and its cost. What nonsense!

What care I if the relivery costs the

I have heard it in the mouth of just as good a man as Mr. Borden, and the words afterwards became absolutely been there? Who would have thought of preference for Britain if and immigrants in a year, Mr. Gibbons and immigrants in a year, Mr. Gibbons the listening crowd, and this fact amply the building, and from the openings in justified the statement made by Sir its sides and most of them accomare building it up, going to take the appreciation which they showed of his reins of power from Sir Wilfrid? asked reasoning, that most of the younger vote of Old Bruce will go to support the the man who had no opinions, the man they said all these things about—they to the young man who is voting for the following: Sir Wilfrid and Lady Laur-A Voice—No.
In concluding, Mr. Gibbons appealed trial on the 3rd of November. Among The Meeting Opened. first time not to cast his ballot for following: Sir Wilfrid and Lady Laur-the Conservative candidate. as he ier; Mr. Peter McKenzie, Liberal canfollowing: Sir Wilfrid and Lady Laur-

finest coffee districts, are imported. In 1 and 2 pound tins—scaled to preserve the

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of the plantation. Only the large, perfect berries, from the

didate for the Dominion House in South I believe you are all intelligent people Liberal Association of South Bruce; I see how you vote on election day. carriages had passed in before the last voice or his actions of any weariness, opposed by all the talent and strength man was also inside the fence. Inside although the work that he had already of the Conservative party, and this the fence was one thing, but for all done during the day was well calculat- party had much more strength and talof the crowd to enter the big exhibition ed to have made some impression upon ent then than they have now. But he

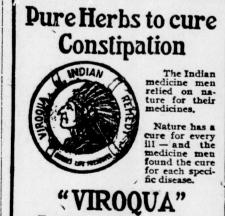
its sides, and most of them accompanied the Premier to the train, where they remained to give him a parting ovation. The stirring music of two Highland pipers added zest to the scene. As the train pulled out of the depot and started for London, there closed one of the greatest, if not the very greatest, days in the history of the northern counties, and one which will long be remembered by all who had the

fortune to take part in its demonstra-

The monster gathering was called to order about 2:30 o'clock by the chair-man, Mr. R. D. Cameron, of Lucknow, who on behalf of the citizens of Lucknow, expressed the satisfaction feit because of the presence of Sir Wilfrid, the premier of the Dominion. The people felt honored, he said, because this was the first time any premier of Canada had visited the town, and because on this occasion the visiting Premier was the greatest the Dominion had ever known. Mr. Cameron added that during Sir Wilfrid's regime the country had enjoyed great prosperity and had become better known in the eyes of the whole world. The entire population of the Dominion felt proud to be known as Canadians. Mr. Cameron was also pleased to welcome Lady Laurier, and on behalf of the gathering he made the welcome to both the Premier and his wife most hearty. He was also pleased to see the large audience assembled-an audience of the sturdy yeomen of Bruce and Huron, gathered to hear the questions of the day discussed. Mr. Cameron expressed regret at the absence of Hon. William Paterson, Minister of Customs who he said, was doing valiant service in another part of the Province.

Dr. Macdonald, the candidate for East Huron, was the first speaker. Upon arising he said that he had never seen a more intelligent audience before

three-quarters of the amount invested in the prairie section and it is estimated that our share, in fact, our liability, will not exceed \$15,000 per mile. In the mountain section we are paying three-quarters of the cost of



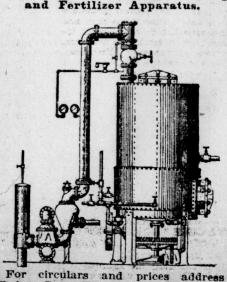
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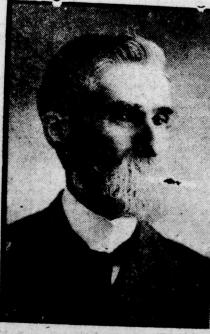
him.

A Voice—That's so!

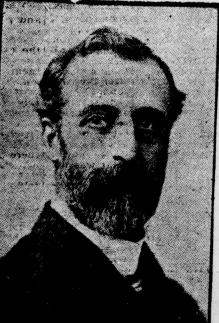
"It is the duty of everyone here."
continued the speaker, "to come out and poll his vote on the 3rd of November.

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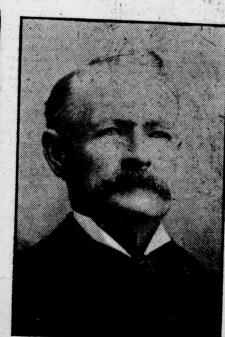
CANDIDATES IN THE THREE HURONS.



Dr. P. Macdonald, Wingham, EAST RIDING.



Robert Holmes, Clinton. WEST RIDING.



Thos. Fraser, Brucefield. SOUTH RIDING.