THE GIGANTIC CONSPIRACY AGAINST RAILWAY COMPETITION so far as the through traffic of the people of Canada. It is the property western country is concerned; Mr. of the Canadian Pacific Railway com-

The Traditional Allies Stand Hand in Hand to Hold Back provinces that we cannot afford to the Government which was building build this road and that we should the public-owned road was driver Competing Roads and to Fasten the Tentacles of the "call a halt," to use his own words. from power by the cry that the enter Octupus on the Industry and Commerce of the Western If the building of the Hudson Bay prise was too eastly and would bank-Country.

tween the Parliamentary Opposi-

Company worked in the country for hesitate to construe it as an attack Competition Denied. the benefit of the party. This alliance on the project as a project, and as Mr. Borden preaches a crusade for their defeat ever since. If the Govhas been continuously active, always aggressive. It extended and extends as far as the influence of the Com- power, pany reaches, and as far as the power of the party in Parliament could be Consistent Hostility safely exercised.

Competition to the Sea.

The people of Canada four years ag tages of railway monopoly.

the eastern section. Uules

The Monopoly Breaker. In this purpose the important sec-

that section is built the building o the western system could introduce competition, between western points, but it would no wore equalish whole-some competition between the west and the outside world than the building of the Canadian Northern did. To Hold un the In the language of Sir William Van Hudson Bay Road. Canada has heretofore been confined to enlarging the hopper and increasing the volume of grain to flow out. We must now enlarge the spout through which the grain flows out of the hopper. If that is done the hopper may be still enlarged no man knows how much. If it is not done the hopper is already too large for the spout-witness the grain blockade which for ten years has been the annual problem of both the western farmer and the C. P. R. The remedy for this, and the only remedy offering is the construction of the eastern section of the National Transcontinental.

The C. P. R. on the War-Path.

monopoly by providing compasition through to the sea, the eastern section is the one to which the C. P. R. is most opposed and against which that Company may be expected in a swer possible would go as for to that Company may be expected in a swer possible would go as for to the construction of these roads.

It is due in the main to the splendid were possible would go as for to the C.P. R. and extendidate whose chances of televal that the construction of these roads.

Suppose Mr. Borden returned allow a which the C.P. R. indicates that the ready of the castern section being built there in the sum of the western system, for the western system, for the western system, for the western system, for the western and distributor for the C.P. R. the castern section through line. But the castern section through line and the castern section through line. But the castern section through line and the propose of the company system would then be only a feeder and distributor for the C.P. R. the stump for opposition and purposes made section through line. But the castern section through line. But the castern section through line and the castern through line. But the eastern section promises not only to handle the tratifice generated along the new western lines but will bid as well for the traffice which heretofore the C. P. R. monopoly extended through the heretofore the C. P. R. monopoly extended through the heretofore the C. P. R. monopoly extended through the heretofore the C. P. R. monopoly extended throughout the whole western country. The castern has had at its mercy. The eastern has had at its mercy. The eastern is the solution of the mon-traffice would not pay affairs in the hands of Sir Wilfrid interest on one railway let alone on two. They would be told the same if the C. P. R. monopoly extended throughout the whole western country. The total trade of the Dominion, that is, the aggregate of the value of throughout the whole western country. The means which were used for decaption is the solution of the mon-traffice would not pay affairs in the hands of Sir Wilfrid Laurier and his associates.

They would be told that their traffic would not pay affairs in the hands of Sir Wilfrid Laurier and his associates.

They would be told the same if the C. P. R. monopoly extended throughout the whole western country. The means which were used for decaption is the solution of the mon-traffice would not pay affairs in the hands of Sir Wilfied Laurier and his associates.

They are campaigning today interest on one railway let alone on two. They would be told the same if the C. P. R. monopoly extended through the word that their traffic would not pay affairs in the hands of Sir Wilfied Laurier and his associates.

The total trade of the Dominion, that is, the aggregate of the value of the interest on one railway let alone on two. They would be told the same if the C. P. R. monopoly extended the mass of the last 50 years. A number of conservative and the old party which for the last 50 years and the old party which the castern has a second party of the same in the hands of Sir Williams. The conservative party has been absolutely opposed to low tarifies for t

them today. With the western portion he had and has comparatively little fault to find. It was against this section he has every fault to find. It was against this section he has every fault to find. It was against this section he has every fault to find the more than ciple that the country could not ern railway.

Railway Company to throttle railway read and represent as the opinions Federal construction.

tion of the National Transcontinental

s undertaking this too as a public owned enterprise.

the eastern section of the National powerful ally. Just because the eastern section is Transcontinental and the Hudson Bay the section which would break its railway. It must be assumed, there- Where the Public Would Get Offi. monopoly by providing competition fore, that if given power he would

section is the solution of the monopoly feature; hence against the easeopoly feature; hence against the following table compleace River country. Simultaneously
the United States. Mr.
No Cathelentering the United States. Mr.
No Country would fait, as it formerly
to Department of Trade and Commerce:
Under Conservative Regime.

The story of Canada's francial position and prestige is best told in Lomtip form the latest report of the
United States Congress at Washing
to Department of Trade and Commerce:
Under Conservative Regime.

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The story of Canada's francial position and prestige is best told in Lomtip form the latest report of the
United States Congress at Washing
to Canada States Mr.

Willison, now the great apologist and
protagonist of the United States Congress at Washing
to Canada States Congress at Washing
to Canada States Congress at Washing
to Canada Stat ton Journal wake up and discover failed, to pay dividends on water,

Next the C. P. R. directors vote an the monopoly from which the country

that the expense of it was more than ally travel over other roads except on the country could hear. That the business, and stranger things have A Lesson From History. expense was more than need be or happened than that the fifty millions That Mr. Borden would eventually should be, he did not try to estab- or part of them should be used for lish, but stood simply on the prin- the purchase of the Canadian North- true, but the point is: How would it be completed? Would the people own

The political situation in the West the bond guarantee of the mountain son at least; Mr. Borden preaches that portion of the road to the C. P. R. eastern portion was no accident was while his candidates in Alberta carry by the earnings of the people of Can-

Western country than it ever held be- dent openly asserted without denial to tention of extending their system. There is an unpleasant analogy be be on the pay-roll of the C. P. R... either by the purchase of lines already tween the circumstances of 1878 and It is against the eastern section built or by the construction of new those of 1908. Now, as then, we have that Mr. Borden leads his followers ones. Delay in building the eastern a Liberal Government building a gov-

implying a willingness to repudiate the delay if not for the abandonment ernment were defeated in 1908 what or handicap the project if he attains of the eastern section of the National assurance have the public that the Transcontinental and the Hudson Bay sutrage of thirty years ago would not railway-and preaches it at a time be repeated? Nothing but the equiwhen the C. P. R. are girding them- vocal, very equivocal, declaration of All this is in perfect accord with selves for a campaign of railway ex- a leader who falsified his calculations the policy Mr. Borden has pursued tension throughout the West. The C. to prove the enterprise a hundred milfrom the first. A year ago he pre- P. R. say in effect that they are start- lions more costly than his own figures sumed to lay down a policy for the out for the business of the opin-the opposition. It professed to deal with the western country by net-working it ions of a foremost financial journal The people of Canada four years ago chartered the Dominion Government to arrange for the building of a rail-way system extending from the Att.

Davide The main and Transconting operations, have all been more successful and effective wick, are that 8 Liberals and 5 Conservatives will be elected. The election of them as though they were impressed to deal with opposed to large under the present the present of the facilitating of a c. P. R. of industry the opening up of opportunities for agriculture and other wealth-producing operations, have all been more successful and effective wick, are that 8 Liberals and 5 Conservatives will be elected. The election of them as though they were impressed C. P. R. in Western Canada and to form Mr. Borden spoke from the At- their purpose and established themgive to the industry and commerce of lantic to the Pacific, but his speeches celves throughout the settled and setthis country the advantages and as- did not better his platform in so far thing portions of the entire western tistance of railway competition in as the new road was concerned. For country. Mr. Borden preaches delay place of the handicap and disadvan- all the platform or the speeches said it. railway building when the C. P or implied the inference is logical R. are voting millions to extend their tion of the National Transcontinental;

policy of the Federal Government how —and at this moment comes also the ever long the road might be delayed octopus with a program for railway by so doing. Every argument urged extension which would make them the against the National Transcontinental on the ground of expenditure and the dictators of its freight taxes. is equally an argument against the Never did the policy of a political Hudson Bay road, for the Government party better serve the ends of a corporation. Never in the long history of their disgraceful servitude did the Mr. Borden stands committed there- leaders of the Conservative party in the phofor a to opposition to the policy of spending public money in building openly for the ascendancy of their spending public money in building openly for the ascendancy of their

Mr. Borden on the Same Trail.

Now it is against the eastern section that Mr. Borden wages war. It was against this he led his followers five the main line of the C. P. R.

to Journal wake up and classoft tailed, to pay dividence under the work of railway lines running north and south to the main line of the C. P. R.

complete the eastern section may be

it when it was completed? And is not Political economists used to argue

If the building of the eastern sec- transcontinental railway owned by the cepted now, but in any case, it could tury defends the Canadian preferential funds once they were put into the transcontinental railway owned by the tien of the Grand Trunk Pacific were ebandoned or delayed C. P. R. monopoly would continue to rule supreme so far as the through traffic of the western country is concerned; Mr. Borden is preaching throughout the length and breadth of the eastern How is this? Just thirty years ago

HOM

road were abandoned or delayed the rupt the country. A Conservative C. P. R. would be freed from another Government succeeded them. The competing outlet for a part of the sea- new government gave the completed to-day bears on its face all the evid- section, two thousand miles away. we have not enough money to build company-thirty-seven million dollars' ment: ences of a gigantic conspiracy be- That this apparent hostility to the one outlets without starting another, worth of property brought into being

tion party and the Canadian Pacific hiade plain when he proceeded to a flag calling for the suspension of ada; they gave the company 25 million acres of land for taking the road, competition and fasten the monopoly of the London Economist paragraphs of the C.P.R. on a broader range of written from Ottawa by a correspon-

power. The government of 1878 was defeated and we have been paying for chandise of all kinds from the Domin-

The logic of the situation is that should Mr. Borden obtain power the West may expect -

pension of work on the eastern sec-

Mr. Hebert Cimon, Conservative andidate in Quebec Centre, publishes quiring them."

CANADA'S TRADE

Every patriotic Canadian rejoices 1 pansion of our It would be absurd to argue that this growth has been entirely be-cause our national affairs were ad-

227.594.105

this term: Under Liberal Regime, . \$290.222 959 367,237,528 414,431,881 546,947,437

ountry's resources.

1. Under the Conservative regime . \$100:671.628 1115,160,413 105,361,161 2. Under Liberal adm nistration. . \$172,506,878 243,590,019 351,825,024

Everyone will admit that there The Allies.

For a quarter of a century the leaders of the Conservative party have stood in tacit alliance with the Canadian Pacific Railway Company; an alliance by which legislative and administrative favors were traded for political support; in virtue of which party worked in Parliament for the party worked in Parliament for the party worked in Parliament for the money, but to himself, and the castern provinces today. In the section would hamper the G. T. P. in constructing the eastern provinces today. In the section would hamper the G. T. P. in constructing their branch line system the western country to the Atlantic. Now, as then, we have an Opposition the western country to the Atlantic. Now, as then, we have an Opposition leader calling upon the country to an alliance by which legislative and administrative favors were traded for openly assails it as a road through the party worked in Parliament for the party worked in Parliament for the money, but to himself, and the content of the money in the section would hamper the G. T. P. in constructing their branch line system the western country to the Atlantic. Now, as then, we have an Opposition leader calling upon the country to "call a hait" on account of the expense of the undertaking, and handing out very equivocal declarations as to his intentions should be get into which legislative and administrative favors were traded for openly assails it as a road through the money into a business commonly acknowledged and intentions should be get into the mense to the men who owned the money but to himself, and the content of the order and the western country to the Atlantic. Now, as then, were propleted to the money and the western country to the Atlantic. Now, as then, were a composed it. On both the men who composed it. On both the men who composed it. On both the men who content to the men who conducts, but it must be remembered that very rapid growth tends to lessen the western country to the Atlantic. Now, as then, were favored to the money and are carrying th vidence of prosperity in the export-

1. Under the Conservative regime. 888..... \$ 87.101,144 1892. 108.806.044 . 112,985,490 2. Under Liberal adm 211 055 678 1904 1908. 263,368,952

1-The suspension, or practical sus- schemes which have not yet been even ciearly formulated or explained.

The lesson is obvious. It is simply

all the platform or the epeches said residually she that if give members and reasons and fundamental that if give control have would not complete it would do so in such distort would not complete it would do so in such distort would minimize the benefits of complete it would do so in such distort would make the construction of lines which would minimize the benefits of the hudson Bay raily as another scheme for "enlarging the spoul." And it is today. For years the country the word the word would be prosed it is construction would be prosed it is constructed on would be prosed it is construction would be prosed it is constructed on would be prosed it is a like the prosent in the word in t ence which a life of campaigning brings, in England and Canada, has province. Apparently Hon. Mr. Hanna can't say the same of Ontario.

The largest credit upon the class of more factor, then he avows benef in an imprants that are rapidly filling this province. Apparently Hon. Mr. Hanna ciple, which debars him from public can't say the same of Ontario. an advertisement saying: "There will affairs as a business proposition, and understands the needs of this district as well as the larger questions of tariff and transportation that affect overstated the charge of corruption against the government. Mr. Ames has broader sphere. Yet this is the candiwho is too busy with his private been effectively answered all along the affairs to have regard for the problems line, notably by the Minister of Interior date of the opposition for the ministry that beset a new country, and who is in the West and by the Minister of Agri- of finance. A vote for an opposition leaving the campaign to "the boys." Aside from politics, which would like

POLITICAL NEWS AND VIEWS

ly make the best representative?

loan at par that was taken the other Mr. Foster's appeals to the supreme day. Considering the surfelled condition chief ranger to "turn on the tap" and

but decided disadvantage the preference can neutralize that disadvantage." The acted as though he believed this. It Therefore Canada may well be con-effect of value of Sir Wilfrid Laurier's tulated upon the magnitude of her 331-3 preference will in the sober judg-

> horses and cattle, but he does not take them with him electioneering. The criticism of the Conservative press against Mr. A. W. Fraser for running 'n ons satirist's diatribe on Calvanism:

"You can and you can't, You will and you won't, You'll be damned if you do,

And you'll be damned if you don't." Mr. Borden has but one journalistic champion in Montreal, the Gazette. The

per heading that gives the reader a shock. The query immediately arises when did the Governor-General enter whom he was surrounded. politics? This heading appeared in a Regina paper the other day. The explanation is that Earl Grey is the name didate will have a majority there. Mr. John Herron bitterly, complained

**Katchewan, will have over 1,000 of a manor of the province is in Carleton, where Mr. F. B. Carvell, ex-M.P., is opposed by Mr. B. F. Smith, who was elected to the legislature less March I. additionally the legislature less March I. additi

culture in the East. The charges of graft candidate is a declaration that he and corruption have not been judicially made, and have been obviously overdrawn. Those open to conviction by a moderate, well-balanced statement at the beginning of the campaign have remained or have gone over to the gevernment Since 1872 a Tory government conducted five elections. In 1872 it was proved

the United States Congress at the state of the United States Congress at the state of the story of Canada's manifel position and prestige is lest told in Lombard street, where the London financiers say that only England and France could have floated a loan on such advantageous terms as the \$5,000,000 31-2 per cent.

WHERE IT LEADS.

Mr. Foster's appeals to the suprementation.

phesics that the figures won't vary 10 on reither side.

In East Simcoe "Billy" Bennett is having the fight of his life. Mr. Bennett has generally worked the Orange vote in that riding, and for that reason has Consolidated a strong French vote in Tay and Tiny, two townships that carry the trail of history back to the heroic days of French colonization. Manly Chew, the Liberal candidate, according to the Tos.

cannot be argued that he displayed gratulated upon the magnitude of her imports as well as upon her surplus products which we send it to other countries. If we take the merchandise imports for the periods above set out, but choosing years at wider intervals for the sake of shortening our table, we obtain the following statement:

31-3 preference will in the sober judgment of history be one of the centripetal forces that has worked for the fiscal reconstruction of the Empire.

Dr. Clark, the Liberal candidate in Réd Deer, is being attacked because he is not a farmer. Last year Dr. Clark was such that most men would not countenance if the money had been the largest patron of the Olds creamery. Like Mr. Root he has large numbers of horses and cattle, but he does not take

> But the Union Trust company was Ottawa and against Sir Wilfrid Laurier not an institution of this general in displacing him reminds one of a fam- character. It was conceived and formed as an investing agency for the Foresters. Its business in life was to invest the surplus moneys of the Foresters in securities, first of all unowned the money, but to himself, and

Waiving this, however, let us see of a town in the electoral district of Re- where Mr. Foster's argument, coupled gina, and that Martin, the Liberal can- with his demands, leads to. He says that trust funds dumped into a trust at a meeting in Frank the other day that with the exception of one, every newspaper in the Macleod constituency ranger that the order's reserve the The lesson is obvious. It is simply that the methods adopted by the Liberal party for the encouragement of useful immigration, the facilitating of industry the opening up of opporbeen more successful and effective than the policies which they replaced. It would be folly to-abandon these methods, either to return to the old conditions of comparative stagnation, er of Attorney-General Turgeon, of Saconditions of comparative stagnation, new bettlement of the stagnation of the s

should be put in charge of the public funds.

THE GROCERS' COMBINE.

Prosecution of Organization Which

uniform prices. Thos. Kinnear, of Toronto, had complained that the department store was getting sugar cheaper than the guild members, but was told the source of supply could not be learned. J. S. Eby, of Toronto. had been reprimanded for purchasing from the American Cereal Company when the Guild was conducting a sort f Boycott for the company's refusal to grant a larger profit on a breakfast food. The Edwardsburg Starch Company had notified the members of a new schedule of prices arranged by

afford to "charge the spout" for the western erop. In substantiation of the quoted in a table of "cost of the eastern section" his estimate of the eastern section" his estimate of the country count in the people own the people own

THE KEYNOTE IS DEVELO

(Continued from Page

now proposed to build the Hudson Bay: (Applause.) The Conservative party them for their expenditures ern development, and, if the vative party was honest, th if returned to power, stop the of development. On Oct. 26th ors would decide as to when the development should contain the contained of the co

The Tariff Issue.

The Conservatives accused erals of overtaxing the peo bulk of the public revenue w by a tariff, and the issue be two parties on this subject the Conservatives stood for a protection and the Liberals iff for revenue. Under the tive administration, one dol into the pockets of the manu for every dollar that went treasury, and, while the enue was only about \$30,000,0 that amount was taken from ple. Under the Liberal admir ple. Under the Liberal admin the whole of the money went treasury, and was used for t

fit of the people.
"Our revenue," he said, "some \$70,000,000, but the bu the people is not so heavy, the tariff has been adjusted, a ne is paying according to l countries, a protective policy I maintain, however, that th ence of Canada shows that tective policy, as applied to he sound. And that a tariff for is the only policy under whi ada, as she is situated today,

Mr. Oliver pointed out that vative candidates in Western were trying to lead the elector lieve that their party was in a low tariff. This was a green representation, and to show was, he quoted the statements ing members of the House mons in the last two sessions liament. Many of these car indicated that the Conservative considered that the tariff on tural implements, binder twine boots and other should be raised, so as to give tion to eastern manufacturers. The Land for the Settler government's critics

hem of being untrue to their of "the land for the settler." parison of the present govern administration of the public with the administration of the late government, would, h prove the foundationless charac this assertion. The Conservative ernment gave to railway com 32,000,000 acres of land, reserv railway grants the whole of maining unalienated odd n sections, and gave only 6,000,000 settlers. The present gover had given 25,000,000 acres to s removed the reservation on the alienated odd numbered section ad granted not one acre to companies, but notwithstanding fact, the mileage of railway con ed, was greater in the 12 years eral administration, than in the years of Conservative rule, and was under construction in add three thousand miles more. Th way land grants made by the C vative government, had place three pra rie provinces under of \$150,000,000, and in order the tlers might occupy the land, the would have to be dug out of th Land for Settlers Only.

Mr. Oliver showed that the opening of the odd numbered e was a complete vindication of the einment's policy of the land fo-settler, and said that, notwithstar the charges of having looted the domain, the government had alienated a single acre of land, on settlement conditions proceeded to justify the Saskatch

