

THE KEYNOTE IS DEVELO

THE GIGANTIC CONSPIRACY AGAINST RAILWAY COMPETITION

The Traditional Allies Stand Hand in Hand to Hold Back Competing Roads and to Fasten the Tentacles of the Octopus on the Industry and Commerce of the Western Country.

The political situation in the West today bears on its face all the evidence of a gigantic conspiracy between the Parliamentary Opposition party and the Canadian Pacific Railway Company to throttle railway competition and fasten the monopoly of the C.P.R. on a broader range of Western country than it ever held before.

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 the party worked in Parliament for the benefit of the Company, and the Company worked in the country for the benefit of the party.

The people of Canada four years ago characterized the Dominion Government to arrange for the building of a railway system extending from the Atlantic to the Pacific. The main and essential purpose of that railway system is to break the monopoly of the C.P.R. in Western Canada and to give to the industry and commerce of this country the advantages and assistance of railway competition in place of the handicap and disadvantages of railway monopoly.

In this purpose the important section of the National Transcontinental is the eastern section. Unless that section is built the building of the western system could introduce competition between western points, but it would not be a wholehearted competition, because the west and the outside world both the building of the Canadian Northern did in the language of Sir William Van Harne, the development of western Canada has heretofore been confined to enlarging the hopper and increasing the volume of grain to flow out.

Mr. Borden stands committed there to oppose to the policy of spending public money in building the eastern section of the National Transcontinental and the Hudson Bay railway. It must be assumed, therefore, that if given power he would abandon that policy if abandonment were possible and if abandonment were not possible would go as far as to try to delay the construction of these roads.

Next to Mr. Borden's view on the Hudson Bay road, the one against which the C.P.R. is most opposed and against which that Company may be expected to continue to exert, as they have exerted, and do exert, their utmost endeavor. If they could prevent the eastern section being built there is no reason to suppose they would particularly object to the building of the western system, for the western system would then be only a feeder and distributor for the C.P.R. through line.

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transcontinental railway owned by the people. The road is completed today, has been completed for a generation, but that road does not belong to the people of Canada. It is the property of the Canadian Pacific Railway Company.

How is this? Just thirty years ago the Government which was building the public-owned road was driven from power by the cry that the enterprise was too costly and would bankrupt the country. A Conservative Government succeeded them, yet the new government gave the completed portion of the road to the C.P.R. company—thirty-seven million dollars' worth of property brought into being by the earnings of the people of Canada; they gave the company 25 million acres of land for taking the road, and 25 million dollars' cash for taking the land.

There is an unpleasant analogy between the circumstances of 1875 and those of 1908. Now, as then, we have a Liberal Government building a government-owned railway outlet from the western country to the Atlantic. Now, as then, we have an Opposition leader calling upon the country to "wait a halt," to use his own words, while his hand plucks the Alberta carry a long calling for the suspension of Federal construction.

By a new stock issue the Canadian Pacific company announce their intention of extending their system, either by the purchase of lines already built or by the construction of new ones. Delay in building the eastern section would hamper the G. T. P. in constructing their branch line system by making them for the time merely a feeder for the C.P.R., and thus deny the C.P.R. to extend their own system as suited their convenience or served their interests.

Mr. Borden preaches a crusade for the delay if not for the abandonment of the eastern section of the National Transcontinental and the Hudson Bay railway—and preaches it at a time when the C.P.R. are girding themselves for a campaign of railway extension throughout the West. The C.P.R. say in effect that they are starting to reach out for the business of the western country by net-working it with feeders to their main line.

Mr. Borden says in effect that we should delay construction of the government-owned competitors of the C.P.R. until the company have accomplished their purpose and established themselves throughout the settled and settling portions of the entire western country. Mr. Borden preaches delay in railway building when the C.P.R. are voting millions to extend their railway system. He calls upon the country to hold back from building competing railways when to hold back means to give the C.P.R. a free hand in the construction of lines which would minimize the benefits of the competing lines if it did not even give Mr. Borden a pretext for abandoning these altogether.

Never was the transportation problem in the West in a more critical position than it is today. For years the country has been struggling to free itself from the coils of railway monopoly. Some measure of success has been attained, and the complete liberation of our commerce and industry is in sight. At this moment comes Mr. Borden calling on us to stay our hands—and at this moment comes also the octopus with a program for railway extension which would make them the masters of the traffic of the country and the dictators of its freight taxes.

Never did the policy of a central party better serve the ends of a country than it does here in this political program. Never in the long history of our country has a political party shown such a noble self-sacrifice as the Conservative party in Parliament to lay down its arms for the ascendancy of their powerful ally.

Where the Public Would Get Off. It requires but a moment's reflection to show the pattern of the railway companies where he would get off in the game fixed up for him by his allies. Suppose Mr. Borden returned to power and his policy of delay enforced until the C.P.R. had extended its lines wherever it seemed expedient to extend them. What then would be the chance of the completion of the competing lines? For years when the people of the West yearned for new railways they were told that their railway would not pay interest on one railway let alone on another. They would be told the same if the C.P.R. monopoly extended throughout the whole western country. The means which were used for decades to prevent that corporation showing a favorable earning power to the public would be used to do so again. Stuffed by monopoly the traffic of the country would fall as it formerly failed, to pay dividends on water, and the fact that it failed would be cast up to the western people as a perfect reason for abandoning the projects for "enlarging the spout." This monopoly from which the country has been partly freed and from which it will be absolutely freed when the long projected lines are completed would again be watered, and with authority as broad as the settled area of the western country.

That Mr. Borden would eventually complete the eastern section may be true, but the point is: How would it be completed? Would the people own it when it was completed? And if not the people, who then? More than thirty years ago the Government of Canada began to build a

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cepted now, but in any case, it could not apply to a new country into which was pouring its surplus with these words: "When British goods are competing with foreign goods in any part of the empire on more or less equal terms even a moderate preference on British goods will turn the scale in their favor. Where they are competing at a slight but decided disadvantage the preference can neutralize that disadvantage." The effect of value of Sir Wilfrid Laurier's 2013 preference will in the sober judgment of history be one of the centrifugal forces that has worked for the fiscal reform of the Empire.

Therefore Canada may well be congratulated upon the magnitude of her imports as well as upon her surplus products which we send to other countries. If we take the mechanical imports of the preceding years out, but choosing years at wider intervals for the sake of shortening our travel we obtain the following statement:

Table with 2 columns: Year and Amount. Data points for 1888, 1892, 1896, 1900, 1904, 1908.

Everyone will admit that there is evidence of prosperity in the exporting of a large surplus of the country's products, but it must be remembered that very rapid growth tends to lessen this surplus, because so much of what is produced is needed to supply the wants of new comers before the results of their labors are available. It is necessary to bear this in mind in judging how much of prosperity is indicated by the figures in the following tables, which are for the same years as those just set out. They represent the total exports of merchandise of all kinds from the Dominion.

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The lesson is obvious. It is simply that the methods adopted by the Liberal party for the encouragement of such importations, the facilitating of industry the opening up of opportunities for agriculture and other primary producing operations, have all been more successful and effective than the policies which they replaced.

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

- 1—The suspension, or practical suspension of work on the eastern section of the National Transcontinental, thereby producing a necessary and protracted delay in the extension of the western system.
2—The rapid extension of the C.P.R. system through the settled portions of the whole West.
3—The extension of the C.P.R. system into the unsettled portions of the West, and the abandonment of the alternative announced by Mr. Borden.

Every patriotic Canadian rejoices in the phenomenal prosperity that our country has enjoyed in these years, and points with pride to the vast expansion of our industry and commerce. It would be absurd to argue that this growth has been entirely because our national affairs were administered with Liberal Government.

Mr. Herbert Cimon, Conservative candidate in Quebec County, publishes an interesting article in the "Morning Star" in which he says: "There will always be representatives of the 'candidate at the committee rooms' or 'fresh refreshments to parties requiring them.'"

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funds once they were put into the Union Trust company, that the act of transference by some means destroyed their fiduciary character and left the holder of them absolutely free to dispose of them as he would of money acquired in any other way. It must be admitted that Mr. Foster acted as though he believed this. It cannot be argued that his display toward these funds the care one would expect from the guardian of "trust" money. Rather his handling of it was such that most men would not countenance it if the money had been that of an ordinary company secured in the ordinary way from ordinary sources.

Mr. Foster takes refuge behind an argument which either fails to justify what he has done or which would equally justify his doing the same with the funds of the bank. He may suspend himself on whatever he may like to do, but one thing is certain, that on one of them he lies. In making this argument Mr. Foster advanced it as a pretext to cover what he knew could not be defended, or he advanced it as a general principle of representative conduct. If the former then he stands self-condemned, but if the latter, then he avows belief in an economic principle, or lack of principle, which debars him from public confidence.

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Mr. Oliver pointed out that the Conservative party had been trying to lead the election. They had their party in a low state of representation, and to show that they were not afraid of the House of Commons in the face of their own administration, many of these had been considered as a protective policy in the past, as applied to the province of Ontario, and that a tariff for the Hudson Bay Railway, as Mr. Oliver is situated today.

The Conservative issued a circular overtaxing the people the bulk of the public revenue by a tariff, and the issue between the Conservatives stood for protection and the Liberals for revenue. Under the Conservative administration, one dollar of the money went into the pockets of the people for every dollar that went to the Treasury, and while the public was only about \$20,000,000, that amount was taken from the pocket of the people, under the Liberal administration the money went into the pockets of the people, and was used for the benefit of the people.

Mr. Borden has been heard, "Our revenue," he said, "is not so high as it has been. The tariff has been adjusted, as in the case of the Hudson Bay Railway, so that it may be a time when a protective policy is maintained, however, that the province of Ontario, as applied to the province of Ontario, and that a tariff for the Hudson Bay Railway, as Mr. Oliver is situated today.

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Advertisement for a timber company with a map showing routes and locations like 'STUMBER L', 'COAL RICH', 'PEMBINA', 'TINIBER', 'AND RESO'. The map shows a network of lines and various points of interest.