



MR. R. L. BORDEN.

## 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.

- Honest appropriation and expenditure of public moneys in the public interest.
- Appointment of public officials under consideration of capacity and personal character and not of party service alone.
- 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 expedite 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.
- 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.
- Such reform in the selecting of members of the senate as will make that chamber a more useful and representative body.
- A more careful selection of the sources from which immigrants 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.
- 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 respectable proportion of the increment of value arising therefrom shall inure to the people.
- The operation and management of our government railways by an independent commission, free from partizan control or interference.
- 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.
- 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.
- 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.
- 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.
- 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.
- The promotion by negotiation and other constitutional means of a system of mutual preferential trade within the empire.
- The restoration of the public lands to the provinces of Alberta and Saskatchewan upon fair terms.
- The unimpaired maintenance of all powers of self-government which have been conferred upon the provinces of Canada under the constitution.

### R. L. Borden's Message to Dominion Electors

(Continued from page 3.)

letters: "Liberals Have Made Good" It must be admitted that certain Liberals have made good—at the expense of the people.

#### WILL GIVE COUNTRY AWAY

It is safe to prophesy that in another five years little will be left of the public domain if the present administration is continued in power. And yet from the subsidized organs the cry goes up that Laurier should be allowed to complete his work. The timber limits thus given away for a mere song are held at fabulous prices and for purely speculative purposes, only a trifling portion of them being worked or operated. The net result of the transaction is simply this: The timber remains uncut, the title has passed from the people, to the speculator, and the enormous yearly increase of value will go into the capacious pockets of Liberal members of parliament and their friends instead of the public treasury. The United States government has inaugurated a great system of irrigation whereby its arid lands are reclaimed at a minimum cost and parcelled out to settlers in small holdings at the cost of reclamation. Our government overrides the reports of its own officers in order that the settler may be compelled to pay toll to the speculative promoters of irrigation companies. President Roosevelt has withdrawn the public timber lands of the United States from sale and proposes to conserve them as a great national asset. Our government on the contrary burns with impatience to hand over all the great natural resources of Canada to its grasping partisans. This has been fulfilled in the pledge that our public lands should be for the settler and not for the speculator.

#### WILL MAKE REDRESS

How far restitution may be possible we do not know. If fraud or imposition has been practiced, if the trustees and servants of the people have conspired to plunder the interests they were bound to protect, there must be a remedy for the wrong, and we have pledged ourselves to pursue every legitimate means of redress which can be made available in the interests of the people and consistently with the principles of constitutional government.

Another plank in our platform provided for rural free mail delivery. The Liberal press and many Liberal leaders thundered against this proposal. The post master general very strongly opposed it. But he has seen new light. In a speech at Megantic, reported in the Montreal Herald of August 20, Mr. Lemieux made this statement: "In a few days I expect to have the pleasure of announcing that my department is to make delivery of mail in the country districts as well as in the cities of Canada. I have gone into this question carefully and I am convinced that the revenue of my department is sufficient to admit of this great improvement which is designed for the exclusive benefit of the rural population."

Thus another of our planks has been adopted by the government, which evidently realize that to the Halifax platform of 1907 and not to the Ottawa platform of 1893, they must look for guidance and inspiration.

It has been the fashion until recently, although not during the past session, to berate the opposition as weak and inefficient. An opposition which can force great reforms, such as these upon an unwilling government, has every reason to congratulate itself and the party it represents has no cause to fear for its efficiency.

#### REMOVAL OF INEQUALITIES

As the labor of the producer, whether on the farm, in the forest, or within the factory, is the real foundation of national wealth and prosperity, and as the principle of democracy should give to the people a fuller measure of hope and a firmer grasp of opportunity, so it should be the task of good statesmanship to remove unnecessary inequalities and anomalies which oppress the producer and which to future generations will seem not only unjust but absurd. Especially if we expect our young men to remain on the farm, the convenience of communication and transportation and the comforts of life, which modern conditions make available, should as far as possible be brought within the reach of every farmer. Our wage-earning classes must not be driven by unequal competition to standards of resistance which will result in the deterioration and degradation of our laboring population.

#### COMMANDS CONFIDENCE

The Halifax platform of 1907 has regard to these considerations. It has been ratified and approved at nearly every Conservative convention since held. It commands the confidence of the people and has received the enthusiastic approval of every meeting which I address during my campaign of last year. It is an adaptation to conditions of today of that great national policy upon which Sir John A. Macdonald and his colleagues swept the country thirty years ago, and it is not too much to hope that at the general election now approaching, it will receive the same enthusiastic endorsement and approval as that which inscribed victory upon the Liberal Conservative banners of the 17th of September 1878.

#### QUEBEC BRIDGE BUNGLER

I have spoken of corruption, what about efficiency? What branch of the administration has not been mismanaged by the government? What great public undertaking have they not bungled? They declared the Quebec

### CONSERVATIVE PLATFORM ADOPTED

The subsidized Liberal press have sought to pour contempt upon the platform which I laid down in this city on August 20, 1907. The present government has been in power for more than twelve years. You have heard to what extent they have carried out their policy of 1893 during that period. I have had the unique satisfaction of seeing the government of the day, forced by public opinion to carry into effect a very substantial portion of the policy which I advocated a year ago. I unhesitatingly make the assertion that within one year the Halifax platform has been carried into effect to greater extent than their own platform during the twelve years of power.

Look at the facts. Our policy demanded certain specified reforms in the electoral laws. Some although not all of these have been brought about. For that purpose we introduced a bill into parliament early during the recent session and several important provisions of that bill were adopted in the government measure eventually passed.

#### CIVIL SERVICE REFORM

The fourth plank in our platform demanded 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. The force of public opinion and the conditions disclosed in the report of the civil service commission have compelled the government to adopt this plank although they have restricted its application to the inside service and have thus retained very extensive powers of patronage.

Our platform required the reorganization of the railway commission and the extension of its powers and jurisdiction to telegraph lines. This report of our policy has been carried into effect by the present government during the recent session.

#### RURAL FREE DELIVERY

Another plank in our platform provided for rural free mail delivery. The Liberal press and many Liberal leaders thundered against this proposal. The post master general very strongly opposed it. But he has seen new light. In a speech at Megantic, reported in the Montreal Herald of August 20, Mr. Lemieux made this statement:

"In a few days I expect to have the pleasure of announcing that my department is to make delivery of mail in the country districts as well as in the cities of Canada. I have gone into this question carefully and I am convinced that the revenue of my department is sufficient to admit of this great improvement which is designed for the exclusive benefit of the rural population."

Thus another of our planks has been adopted by the government, which evidently realize that to the Halifax platform of 1907 and not to the Ottawa platform of 1893, they must look for guidance and inspiration.

It has been the fashion until recently, although not during the past session, to berate the opposition as weak and inefficient. An opposition which can force great reforms, such as these upon an unwilling government, has every reason to congratulate itself and the party it represents has no cause to fear for its efficiency.

#### REMOVAL OF INEQUALITIES

As the labor of the producer, whether on the farm, in the forest, or within the factory, is the real foundation of national wealth and prosperity, and as the principle of democracy should give to the people a fuller measure of hope and a firmer grasp of opportunity, so it should be the task of good statesmanship to remove unnecessary inequalities and anomalies which oppress the producer and which to future generations will seem not only unjust but absurd. Especially if we expect our young men to remain on the farm, the convenience of communication and transportation and the comforts of life, which modern conditions make available, should as far as possible be brought within the reach of every farmer. Our wage-earning classes must not be driven by unequal competition to standards of resistance which will result in the deterioration and degradation of our laboring population.

#### COMMANDS CONFIDENCE

The Halifax platform of 1907 has regard to these considerations. It has been ratified and approved at nearly every Conservative convention since held. It commands the confidence of the people and has received the enthusiastic approval of every meeting which I address during my campaign of last year. It is an adaptation to conditions of today of that great national policy upon which Sir John A. Macdonald and his colleagues swept the country thirty years ago, and it is not too much to hope that at the general election now approaching, it will receive the same enthusiastic endorsement and approval as that which inscribed victory upon the Liberal Conservative banners of the 17th of September 1878.

#### QUEBEC BRIDGE BUNGLER

I have spoken of corruption, what about efficiency? What branch of the administration has not been mismanaged by the government? What great public undertaking have they not bungled? They declared the Quebec

bridge a national undertaking. They made provision for its construction by bond guarantee and they handed over all control of the enterprise and the expenditure to a company with practically no capital. Today it lies a wreck at the bottom of the St. Lawrence at a loss to this country of no less than six million dollars. To complete that work will involve a total expenditure of no less than fourteen million dollars. This statement made by me in parliament has not been challenged by any member of the administration.

They extended the Intercolonial railway to Montreal at an excessive cost, although the then Conservative majority in the senate saved the country at least four hundred thousand dollars on the Drummond railway deal. They proclaimed that deficits on the Intercolonial railway would then become a thing of the past; they declared that the Intercolonial railway would then have its terminus in a city instead of a field, and would command the trade of the west. The western trade has not been secured, the deficits of the Intercolonial railway have been greater than before and that promise also remains unfulfilled.

#### THE ALL-RED PROJECT

They cancelled a contract made by Sir Charles Tupper for a fast Atlantic service and they announced with shouts of triumph that they had secured an equally good contract at a much smaller figure and that the fast Atlantic service was accomplished. Their bottle-necked fast Atlantic service has long since passed into the limbo of forgotten things, although its memory was revived when the country was called upon to pay interest on the deposit which had been declared an absolute guarantee that the enterprise would reach a successful issue.

Sir Wilfrid Laurier declares himself the author of the all-red project. It was hardly necessary for Sir Chas Tupper to remind us that the proposal was his own, and that Sir Wilfrid defeated it more than ten years ago. The Liberal-Conservative party originated and still stands for the project of a fast Atlantic service, and it also maintains that the interest of our producers demand more efficient freight service, more favorable freight rates, and a thorough complete system of cold storage.

#### EXTRAVAGANCE OVER RAILWAYS

After five months of the session of 1908 had passed they suddenly rushed into a contract for the construction of a national transcontinental railway against the protest of the minister of railways, Hon. A. G. Blair. In vain we protested that there was not sufficient information. They laid certain venerable documents and reports upon the table of parliament and affirmed that there were mountains of information. They vowed that thirteen million dollars placed at interest would pay the cost of the whole undertaking and that the entire road from Winnipeg to Montreal would not cost more than fifty-two million. Their own official returns brought down to parliament during the present session show that the road will cost the country from one hundred and seventy-five to two hundred millions of dollars, and there is good reason to believe that the public debt will be nearly doubled before its completion. The cost of the enterprise will amount to nearly one million dollars for every constituency in Canada. How much of this is being squandered or pilfered. The Hodgins enquiry has been buried, but protests of the Grand Trunk engineers are on record declaring that hundreds of thousands of yards of common earth excavation, payable at twenty-one cents per yard, have been classified as solid rock payable at \$1.50 per yard. These charges were in the possession of the government before Hodgins made his public statement. The government through its majority on the committee of enquiry has refused investigation.

#### JAPANESE INFLUX

They undertook the negotiation of a treaty with Japan, procured its ratification by misrepresentation to parliament, deliberately abandoned the Conservative policy of controlling immigration of laborers and artisans from that country, brushed aside the repeated warnings of the British government, handed over to Japan all control of immigration to Canada from that country, and thus precipitated an influx of Japanese laborers which brought about the Vancouver riots. Having raised the storm they sent the postmaster general to Tokyo, humbly beseeching Japan to forego her treaty rights and begging the Japanese government to exercise that control over the situation which Canada might have exercised if the stipulation upon which the Conservatives had insisted and which Japan had agreed to accept.

#### IS TIME FOR A CHANGE

In a time of business depression and financial stringency there have poured into nearly every important city and town in Canada hundreds of immigrants unable to find work and helpless to provide for themselves. An altogether too late and even startling proportion of these are diseased or physically unwell. The country first pays a bonus to bring such undesirable to our shores and then each individual community is obliged to assume the burden of providing food and shelter as well as accommodation in asylums and hospitals.

The oven does the baking, the fire-box controls the oven heat, and the grates hold the coal or wood that produces the heat, so THE GRATES are important.



## Sask-alta Range

"Sask-alta" Double Duplex Grates are made in four pieces, each grate shaken separately. Ashes over one grate can be shaken without wasting good fuel over other grate. No poking necessary, thereby saving fuel. Dampers at both ends of fire-box secure perfect drafts. When grates are inverted for wood a patent clamp retains them in position. The easiest-working way is the surest-serving way—and that's "Sask-alta" way.

## McClary's

London, Toronto, Montreal, Winnipeg, Vancouver, St. John, Hamilton, Calgary  
PEARL BROS. HARDWARE CO. Ltd. Local Agent

Careful statistics compiled in Ontario show amazing outrageous conditions brought to pass through lack of ordinary care and prudence by the federal government.

Upon this record of maladministration and inefficiency our opponents do not meet the people with much confidence, and unless public opinion is utterly dead their plaintive appeals for a further mandate will meet with a chilling response. Canada believes it is time for a change.

#### CONSERVATIVE LEADERS

Let me say in conclusion, that I rejoice to see upon our platform tonight the Conservative leaders from other provinces, who have honored us with their presence. Sir James Whitney and Hon. Richard McBride are unavoidably absent. The former has sent a splendid representative in the person of the provincial secretary of Ontario, Hon. W. J. Hanna.

Mr. Roblin needs no introduction to this audience. He has given to Manitoba honest and progressive government, which has won for him the confidence and affection of that province as evidenced in his recent well-deserved victory. I had the pleasure of his splendid aid upon the platform progress.

New Bicycle and Gun Shop

REPAIRS KEPT FOR ANY BICYCLE OR GUN MADE

Wheels Exchanged, Bought or Sold

Nickle, Silver or Gold Plating

All Sorts of Small Machine Work Done

JAMES REID, Proprietor

P.O. Box 99 Rose Street, Opp. R. E. Mickleborough's Phone 401

Canadian Northern Railway

THE SHORT LINE

REGINA to EDMONTON

With Lowest Rates

Ex. Sun. .... 7.45 Lv.	REGINA	Single Fare .. \$16.30
Ex. Mon. .... 6.15 Arr.	EDMONTON	30 Day Return Fare \$26.50

Cafe Parlor Cars between Regina and Warman.

First-class Sleeping and Dining Cars between Warman and Edmonton.

Fuller information and Time Tables from F. J. HURKETT, Agent Can. Nor. Ry., Regina.

### PROVINCIAL NEWS

B. J. Bott is arranging to start a newspaper at Craik, Sask.

J. Cruikshank of Hanley will publish a paper at Outlook, Sask. November 1st. It will be called Outlook Observer.

The Coast Lumber Co., has chased from the Independent L. Co. their yards at Moose Jaw those on the Soo line. The Lumber Co. will establish their office at Moose Jaw.

O. B. Fyfe reports a big thrum from his machine, which work south of Pasqua. In one hour he threshed 4,000 bushels of a Staples' farm, then moved on Brown's farm and there threshed 600 bushels before closing the Moose Jaw News.

Southly has been truly named centre of the great wheat belt. Five week new threshing outfits unloaded and got to work, and result together with others, abears have been loaded and set out to date. While the elevator busy from morn till eve with eight or ten teams waiting a load, most of the wheat is going Northern and some 1 and 2, some go among the rejected smut. As there are from 15 outfits working here the thrum will not last long—Earl Grette.

One of our local lumber men lover of fast horses, and it was on him. Two respected citizens served a German entering the in an ancient vehicle the locomotive power of which was a quadruped owned by a gentleman named Noah, a builder of cup chulls in Asia Minor at one time, an animal ambled along in a weary manner as if seeking quiet spot to die. The citizens thereupon hatched a plot and course of a few seconds the tele line was busy. The scene now to the portals of a lumber yard figure dashed forth and west street and enquired about the horse from Estevan which could purchased very cheaply. The owners showed him the beast when the dealer in-laths made them up the rigors, and the joke was them—Routieu Enterprise.

Robert Sterling of Shellbrook in the city on Tuesday. He is

EVERY one loves to have them in every family along to make a Sp To H We ing thi and 50 one col This until th Pri