May. (Laughter and cheers.) the last proposition of Mr. Bor-e down it was as follows: "That se is of the opinion that instead ying the proposed agreement it more in the public interest that nion should assume the a necessary for extending across tinent the present government of railways, thereby completing tinental railway from the Atto the Pacific, entirely owned by ider the control of the people of

is the last policy of the opposi-extend the Intercolonial rail the Pacific, extend it as a govto be constructed as a government road. Well, as a government toat. Wen, i, I do not think that the citi-ie city of Hamilton can be very over such a proposal. Why, sir, what is proposed? nd the Intercolonial road from nt terminus to the Pacific Ocean, ent the Intercolonial has a mile-over 1,200 miles. It would be double that distance. If we ook upon this proposit o look upon this proposition in it of the experience we have had Intercolonial railway for the last five years, I do not think there han in this audience who would in in this authore who would eriously of such a proposition. as been the history of the Inter-railway? It has been this, that when the road was supposed to leted to Quebec with a mileage hered to Quenee with a mileage miles, it cost \$36,000. The road an extended since that time to al, and is now about 1,290 miles th, and has cost the Canadian \$70,500,000. Now, upon this of seventy and a half million there has not been a cent of in-aid. Not only has there not been interest paid, but four years five there has not been enough earned by the railway to cover ture on running it. hat we are going to have in the on of the Intercolonial railway? ension of deficit and deficit? An n of a railway from which ver have a dollar of interest What proposal is that to in intelligent audience? Is there here would say, "Yes; let it go on; nt to have the Intercolonial exto the Pacific Ocean?" Have we hope that it will be any petter in are than in the past? That when nment railway as it is at presnot earned a dollar of inte earn interest upon the extension reposterous, and I have only to at it is not fair to expect, it is not that the Canadian people can iously upon such a proposal as

## PROFITABLE INDUSTRY.

Paken by Victoria Tourist Associaourage Poultry Raising.

uesday's meeting of the executive ourist Association the encourage of poultry raising throughout the of Victoria and neighboring disvas discussed. Secretary Outhtroduced the matter by submitting owing communicatio

Victoria, Oct. 8th, 1904. Templeman, Victoria, B. C .: Sir:-I have the honor to enclose an extract from the News-Adver Wednesday, October 5th, referring stablishment by the Dominion gov near Vancouver of a station to

ABLY PRESENTED OPPOSITION ANSWERED

Minister of Interior Shows Weakness of the Scheme Put Forth by R. L. Borden.

RAILWAY POLICY

brought under the control of the peo-ple. Henceforth there could be no question of a monopoly in the trans-continental business. As matters now stood the C. P. R. owned the only through line, and the government possessed no authority to let other companies run over it or to exercise con-trol over it. The running rights over the Grand Trunk Pacific from Moncton to Winnipeg would endure for all time. The Western Station

"Two years ago Sir Wilfrid Laurier brought up the question of a national transcontinental railway, and his initial reference to the subject was the occa-sion of big demonstration. It was ap-parent that the sympathies of all pres-ent were heartily in accord with the gov-ernment's bargain. "We had observed the success of our "We had observed the success of our Manitoba and the Northwest," re-ned Mr. Sifton. "We had also wit-set from the beginning, but respecting

sumed Mr. Sifton. "We had also wit-nessed the marvellous expansion of our foreign trade; we had observed the growth in production of the Northwest and the tremendous congestion of freights resulting from the farmers seeking to get their grain and cattle to market; we had been reserved that he had

resulting rule in and cattle to market; likewise we had witnessed in Winnipeg the spectacle of hundreds of freight cars stalled and incapable of being moved in the freight yards as the result of that congestion. Again, we had observed the varied resources of the upper of northern portion of British Columbia, as well as the large and varied natural wealth of Northern Ontario and Quebec. Impress-ed with this knowledge we came to the conclusion that the time had arrived for the Dominon to take a forward step in national development and progress. The C. P. R. had been a great success; its great success has fully justified the faith of the political as well as the financial men who risked their respective careers upon the success or failure of the under-of thousands of dollars. Again, in guartaking and apart from politics we ought to concede credit where credit is due. anteeing the cost of three-quarters the western section the government anteeing the cost of three-quarters of the western section the government had

secured itself by hard and fast agree-Three Great Railways. ments with the railway company. "The Canadian Pacific railway is A Vivid Contrast.

now in the position that it is not look-ing for traffic. Its capacities are al-"Compare this contract with the favor able terms secured by the promoters of the C. P. R., who were given \$25,000,-000 and 25,000,000 acres of land without ready overburdened. Two years ago we had a proposition for extending the C. N. R., and it is satisfactory to note that the road is being extended west as fast as possible. We all hope that the O, N. R. will have an eastern outlet—not only R. will have an eastern outlet-not only an eastern outlet, but that it will ex-tend its ramifications to southern On-tario. We desire to bring the Grand tario. We desire to bring the Grand Trunk Pacific with its connections to the Pacific Coast, and in time we hope to have three great systems extending throughout the country on Canadian soil. That was the idea which animated us when we approached the consideration of the railway problem. A National Road. department of railways and the continent, made an esti-mate of the cost of the proposed road in a report to the government. We added 25 per cent. to his estimate, which I think is a liberal allowance, because many railway men declared his original estimate was too high. The capital out-no relief. Our position will be no whit tario. We desire to bring the Grand Trunk Pacific with its connections to the

sition first came up it provided for a raised, 125,000, which with interest on railway from North Bay, Ont., to the capital during construction amounts to a total of \$71,156,975. The interest on this amount at three per cent. will not the eastern section. They oppose the contract is exceed \$2,134,000 in round figures. On the provided for a large bonus, both in cash and the mount at three per cent. will not the eastern section. They oppose the construction of this line, while we favor it." the proposition for two reasons. We objected to the method of assistance pro-posed, especially that relating to the land miles, and on which the company pays especially that relating to the land The Grand Trunk, as you are interest from the beginning. The cost all aware, utilizes Portland, Maine, as of the mountain section, a distance of nter port. Well, we were deter- 480 miles, is liberally estimated at \$56.mined then, as we are now, that when the construction of another transconti-Of this the government guarantee only nental railway should be undertaken the relates to three-quarters, says in round uld extend on Canadian soil from figures, allowing for possible discount on the Atlantic to the Pacific. We adopted bonds, a total of \$21.221.000. The in that policy, not because of any unfriend terest thereon at three per cent. annualliness toward the United States, but hely will amount to only \$636,631. In other words the government pays the incause we owed it to our national dignity, and great destiny, to effect the terest on the eastern section and on the transportation of Canadian freights on mountain section for seven years. There Canadian soil from tidewater to tide water. We notified the Grand Trunk in round figures, \$10,655,562, and for the western section \$3,177,794, making a to-tal of \$13,833,356, as the total cost of that no assistance tance would be given that fundamental idea them unless was observed, involving as it did the the whole line to the country. use of Canadian ports in winter as We spent two years of nego tiation, labor, debate and legislation No time, however, has been lost, considering the magnitude of the task, and the necessity of arranging the numerous details. The contract has been signed and ratified, and now every detail is open to the inspection of eople.

con-

period of seven years, as it believes that ' no guarantee of efficiency." period of time must elapse before a rall-way traversing a practically uninhabited first set forth, it has been modified and way traversing a practically uninnable and inst set form, it has been modified and altered many times. (Laughter.) But I pay. Mr. Sifton also laid stress upon other safeguards in the contract as af-fecting the rights of the people. He to all that has been put before par- Feecing the rights of the people. He pointed out that parliament possessed sovereign authority, and that the power of the regulation of freight and passenger rates was absolutely vested in the government. The Intercekonial railway, a government owned road, he added, would also possess running powers over the lines in fast, the same running power had been reserved for other roads, and for this reason the proposed roads and for the proposed roads and proposed roads and the proproposed roads and the proposed roads and the proposed roads a had been reserved for other roads, and for this reason the proposed railway would prove a mational highway in the fullest sense of the term. He trusted he had made it quite clear that the entire enterprise had been brought under the control of the peop Winnipeg to Quebec, and if in power would utilize the existing lines, except for a few miles, where connecting links would be built. If I understand the question; that was Mr. Borden's then position."

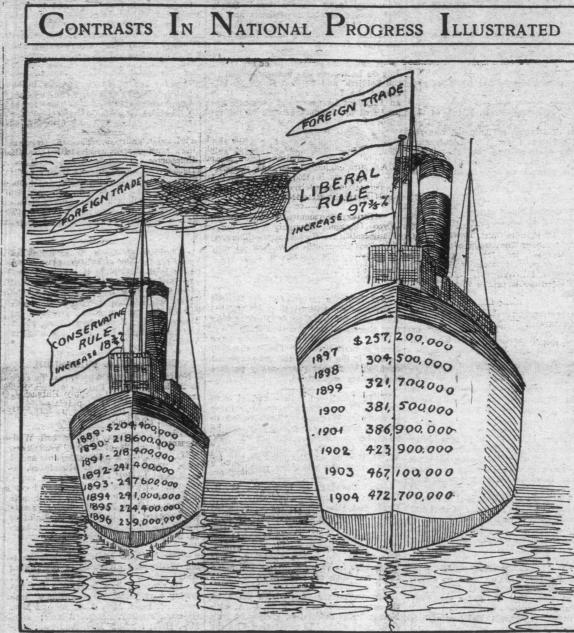
Borden's Latest.

"When Mr. Borden left for hom at the close of the session-a session that had been particularly arduous for him, and therefore perhaps it is hardly fair to hold him responsible for all that was said by his supporters during that timewhen he got home, he had time to think. And, after thinking, he set out for a And, after thinking, he set out for a stumping tour, in his character of leader of the great Conservative party, through Ontario. He delivered a series of ad-dresses—garefully considered speeches for the purpose of acquainting the people of Canada with his policy. Now, I don't think Mr: Borden is at all careless as to what he says. If I were criticising him, I could not trantforlie sur that He is I could not truthfully say that. He is a highly educated lawyer, and generally weighs his words well before he utters

transcontinental railway project, and he had said that if the people declared it their will, that the railway should not only be paid for, but owned and controlled by the people, that the Conserva-tive party would see to it that they would put such legislation on the statute book as should enable this to be done. and the Conservative party stands by

this declaration to-day.' "Thus," concluded Mr. Sifton, "the onservative leader announces that the Conservative policy to-day is to buy the C. P. R. north shore line. You, the electors, have therefore before you this question, which you will the electors, have therefore before you this question, which you will have to decide—the question as to whether you want the public money of Canada to be spent in buying back the C. P. R. line from here to the East, or whether you want a new line to be built.

in; and the scheme put an end to. tinued, "to buy a contract in a sealed bag. You may take the contract and



The eloquence of the speaking contrast between the columns of figures on the ship above representing Canada under Conservative rule and the columns on the ship representing Canada under Liberal rule requires no re-enforcing. It makes its own irresistible ap-peal. In the eight years of Liberal rule in Canada the percentage of increase in the trade of the United States has been only hal o ours ; o Germany, a little over one-third ; of Great Britain not much over one-loartn. The actual results secured under the Liberal Government form the strongest argument in favor of the continuance of Liberal rule.

> **GREAT RECEPTION EXPOSES FALLACY OF**

coal because they could not get such a good article elsewhere; because here we had the best coal on the Pachtic Coast. This brought another storm of applause and effectually silenced the interrupter. In conclusion, Mr. Smith had a special word for the miners, advising them in the interests of neares and beamen to here. A latter was received from Nurse

Braverman, J. A. Holland, A. E. Lewis, F. B. Pemberton, H. Rivers, William Humphrey and H. D. Helmcken. The resident medical officer made application for an increase of salary. After discussing this it was decided to refer the subject to the finance committee for report. On the question of leasing the grounds n front of the hospital to the cricket club. Alex. Wilson wanted the amount due handed over by the club before the lease was delivered over. It was de-cided to affix the seal of the board to the

5

ceive 95 ner cent of the votes cast from

Bella Coola. This meeting will be address-Messrs. Helgeson, Herman and

HOSPITAL BOARD

**ROUTINE BUSINESS** 

Mr. Sloan leaves for Kitamaat and

MET LAST NIGHT

**BROUGHT BEFORE IT** 

**Committees Will Consider a Suggestion** 

**Relative to Admitting Patients** 

From the Army.

The board of directors of the Royal

Jubilee hospital met on Tuesday. There

were present President Day, who presided, and J. Forman, Alex. Wilson, J.

draft of the lease which contains a clause prohibiting Sunday practice. The question of improving the stand-ing of the male nurse and of providing an assistant was referred to the house

ministrate to report upon. The reports on the plumbing at the ospital were received and filed, and the secretary instructed to reply thereto that the work had been done on expert mendation.

Dr. Hasell's report for September was received and filed, showing the total umber of patients treated, 149; total umber of patients admitted, 101; total umber of free patients treated, 76; total ays' stay, 1,696; total daily average, 56.16.

The matron reported that the chil-liren of the Reformed Episcopal church and Sunday school had donated flowers and fruit, and another friend had given papers and magazines. It was decided to thank the donors A report from H. D. Helmcken, K. C.,

was read, covering arrangements about

many men like you in Ladysmith. I am sure I could not find twenty-five men here who would be slaves enough to allow them-selves to be told by an allen agitator to do his bidding." The Americans bought our coal because they could not get such a good article elsewhere: here we here we had the

interests of peace and harmony to have nothing to do with the American Federa-Ada Macrae, now in California on a

ge poultry raising. I am directed executive to ask you to urge upon rnment that such a station hed near Victoria, in view of the sibilities of this district for pouling and of the energetic efforts that g made by this association and encourage this industry. Yours faithfully, HERBERT CUTHBERT,

Secretary. Victoria, B. C., Oct. 15th, 1904.

Cuthbert, Secy. Victoria Tourist ociation, City: Sir :- Replying to yours of the 8th specting the desirability of estab-

a poultry fattening station near I will communicate at once with nister of agriculture and have little that something may be done in that

Yours very truly, W. TEMPLEMAN

present expressed their gratifi-They all agreed that every effort ade to cultivate the industry. re adjourning instructions wer secretary to communicate s of the Woman's Christian Tem-Union inviting them to hold their convention, which takes place ne, in Victoria.

VISIT OF MR. BUDGE.

A. Budge, secretary of the Montreal C. A., left last evening for Vancounce he will work East. He will ned at Vancouver or at Calgary by Parsons, one of the field officers who his headquarters at Minneapolis, and that base superintends the work out the whole West and Northwest. g his visit to the West Mr. Budge sioned to go into another m lich is not yet sufficiently advanced to of a public reference being made but which is likely to result in a nt of the greatest significance to hole of Canada.

nen in America have been so su I in Y. M. C. A. work as Mr. Budge, peculiarly successful in dealing with men. He and Chas. Wainwright, ne of the head officials of the Grand Pacific, were fellow stenographers heads of that system many years ago, this connection has been invaluable. ing the sympathy of some of the best ad men in the country.

erday afternoon he met thirty or of the business men of the city in arlors of the local association, and early an hour he held the close aton of the company by his convincing ments on behalf of the Y. M. C. A. ment, viewed from the standpo usy man of trade. Regret was gener xpressed that his visit was so short nder impracticable the holding of a c meeting where more might avail s of the opportunity of hearing

evening was spent with the ary and associate secretary in going une and methods with a view ing a maximum of efficiency in the ganization.

"The people of Canada are asked to momentous question," tinued Mr. Sifton. "The question before is simply this: Shall this contract be carried out, or shall Mr. Borden, the ition leader and his associates, be given authority to tear it up? That in effect is one of the main issues, if not the vital issue of the campaign."

The Proposition. The minister of the interior then

went into an exhaustive explanation of ontract entered into between the Grand Trunk railway and the Dominion submitted for the ratification by the provided for a railway from the ic to the Pacific, entirely on Cansoil, by the shortest route. The osed railway was to be divided into sections. The first section from on west to Winnipeg would be a government commission and to the Grand Trunk Pacific: the ection extended from Winnipeg Pacific Coast and would be built the Grand Trunk, and operated by corporation. These were the several parts of the same project, constituting a al highway from coast to coast. line from Moncton to Winnipeg repd a distance of 1.877 miles. It vill be built by a government commiss sed to the railway company in reurn for the payment of three per cent on the actual cost of construction. The

policy which the government presents to you for your endorsation or rejection? It is this: To build a line from ocean to ocean wholly on Canadian soil; to absolutely control both the freight and the passenger rates; not to grant to the Grand Trunk Pacific a single acre of land, except for stations and roadbed-

> -(cheers)-to have all the money expended by the people of Canada on the road absolutely secured by the road itself, and to do all this at a total cost of some \$14,000,000. (Loud cheers.) This gentlemen is the government's policy. Now, what is the policy of the opposition? Well, it has had several. (Laugh-

The actual cost of construction. The government is really leasing and renting the railway because it believes it can borrow for three per cent. all the money for accepting the lease, the government. The people of Canada more than to build get no new ould get no new ould

The Contract in a Nutshell.

improved. It is therefore clear that in examine it. There is nothing in it to con-(Cheers.) As to the West, Mr. Sifton pointed out, Mr. Borden's position was not quite so mencing the work. It took us about two

was desirious of building the road at all, he thought it should be built by the gov-trol, and that he devotes his time to a ernment, and that the government should, instead of guaranteeing 75 per cent. of its cost, \$34,000,000, pay the whole \$48,-000,000, and that it should not be a company line, but a government line.

Resume of the Borden Policy. But what, Mr. Sifton asked, what What effect would it have upon the in

about government operation? He understood certain gentlemen in Winnipeg had been asserting that the policy of the Conservative leader was that both the own-

to declare that I hope that the common stock will earn a substantial dividend and that the enterprise will be as success-ful as the C. P. R. Of course if the dividends on common stock are regarded

"What," asked Mr. Sifton, "is the to lease for operation.

rect the Star's statement? He spoke at a huge meeting seven days afterwards in Massey hall. Toronto. If the leader of (cheers)-not to give them a dollar of ex-emption from taxation of any kind so-diral importance had here micrometers. ever-(cheers)-not to grant them a ves- | dinal importance, had been misrepresent-

ever—(cheers)—not to grant them a ves-tige of monopoly, legal or otherwise, in any province or territory of the Domin-ion—(cheers)—to have all the money exwas in error? I have the report of that meeting here, but I do not find a syllable stating that Mr. Borden would operate this western section as a government road."

Fiction at an End.

inary explorations have been made: and Mr. Borden's position was not quite so clear, it was clear that, if Mr. Borden and a half years to do this. It is all done

name unknown, and on terms also un-known." (Laughter.) "The Grand Trunk

Pacific contract would be torn up; its

officials dismissed: the surveyors called

"We don't ask you," Mr. Sifton con-

TELEVISET DATE OF FRITTER, BEFORE TE TO

VICTORIA TIMES, FRIDAY, OCTOBER 21, 1904.

confract with the same persistency. determination and success as has the Lib- the opera house last night. Although there eral government, it will take him two and a half years to be where we are to-day. The question before you is whether you demned the methods of some of their leadwant this project held up for that, or for an even longer time. (Cries of "No.")

terests of Canada? Leaves It With Voters.

 an unber of specific source of the same the specific presented to the people of the West. I am willing to leave it to the farmers of dividends on common stock are regarded they have that south the internet in the territory opposed. as excessive, every charge on the line can be reduced by the government as it sees is unwilling to give it as a gift to a tract to be torn up? (Cries of No!) The late against immigrants from the British Isles as unworthy of a subject of the Emgroup of capitalists and schemers, but merchant, the manufacturer every class would hold it as a public asset for the of the community, will be benefited therepire.

control of freight rates, and presumably by. With the utmost of confidence, I ask every one who is interested in the to lease for operation." "What," asked Mr. Sifton, "becomes national progress of Canada, to support only provided largely for public ownership, in that opin- the government of Canada in this, the baseline progress of Canada in this, the the road. In contrast with the unrestricted ion I have just read, the firtation of the opposition with government operation was forerer buried. Did Mr. Borden cor-Canadian people for endorsation."

PLEASED WITH PROSPECT.

Mr. Sandiman Returns From a Trip Along West Coast of Yancouver Island.

Mr. Sandiman, who is interested in the zinc-lead properties of the Kootenay, has governments, accepted privileges from the arrived here from Port Simpson in time for returned from a trip to the West Coast of Conservatives. This caused a number of the meeting, and Port Essington turned out vancouver Island. He is very well pleased interruptions, but Mr. Smith quickly cited en masse to welcome the next member for

Fiction at an End, "So," continued Mr. Sifton, "this myth ter.) The first policy set forth by Mr. of government operation is to be leased to an estimpty waiting until others develop new line to the East, to utilize existing whom? To the Grand Trunk? (No.)

Coal Industry.

SOCIALIST POSITION

Ladysmith, Oct. 18.-Ralph Smith addressed a crowded enthusiastic meeting at were interruptions occasionally from the shouted a man in the audience. to do with that party, the great mass of the audience was unmistakably in favor of the Liberal candidate for the constituency. erica, with such men as John Mitchell at The quickness of his retorts when someone "It is, I think, the greatest issue ever tried to heckle him was appreciated by the

only true economic principle was that they

must work in harmony. The meeting closed with cheers for Ralph Taking up the Grand Trunk Pacific, the speaker explained that the measure not only provided largely for public ownership, Smith. stanced the highly favorable terms secured by the Liberals in granting the Crow's

Then Mr. Smith proceeded to devote of Vancouver, was tastefully decorated

for accepting from the Dominion govern-ment patronage for his constituency, had of the Skeena Liberals, occupied the chair. with the prospects of that part of the prov-ince, but there is not work being carried ers accepted by the Socialists. He also con-confined himself chiefly to the Grand Trunk

tion of Labor, as that body was con sed | month's sick leave, tendering her resig of Socialists and was responsible for the nation, as she was not sufficiently restrike eighteen months ago. The strike covered to return to her work. It was was engineered at the bidding of Socialist decided not to accept of the resignation, leaders in the United States, and the stop- but to grant another month's leave of page of the output of coal had enabled fuel oll to become a formidable opponent and Mrs. Hasell, hon. secretary of the

Woman's Auxiliary, wrote that the sohad forced foreign users of coal to make long contracts with the mine owners of ciety intended holding the annual ball other places, so that to-day not more than in aid of the hospital on Thursday, Octoforty per cent. of the coal that was being ber 27th, and invited the presence and on this Island, a state of things that would being understood that the directors take a long time to overcome. would attend in force. "The Socialists are against strikes."

The steward reported the following lonations to the hospital: F. Sere, two donations to the Mr. Smith-"Yes, theoretically: but not ers and advised the people to have nothing in practice," and cited the evidence before boxes pears; R. M. Palmer, one box ap the labor commission to prove that this was ples; Geo. Dean, two boxes pears; T. N. the case. If the miners wanted a union let them join the Mine Workers of Am-Rolfe, magazines; H. D. Helmcken, provincial reports.

The house committee reported as foltheir head, was Mr. Smith's advice in con-

clusion. Such men did not believe in Your finance committee beg to

ings at the hospital.

Painting Corridors .- Complying with your instructions, we called for tenders for painting a portion of the corridors and ward kitchens between the north door and the south door, near the medical ward. The tender of the Melrose Company, \$109,

being the lowest, we instructed that con pany to proceed with the work forthwith. We subsequently received an offer from that company to complete the corridors ughout the hospital for the sum of \$178. Attention was then directed to the ion of the radiators, 14 in number;

also the ward bathrooms. The Melrose Port Essington, Oct. 18 .- The new Cun-Company was asked for a figure on this adlditional work, and submitted an offer to do the whole for the sum of \$230. The the legislature, who, while condemning him occasion of the opening rally in the Dowork has been completed to our satisfac-Company be paid the sum of \$339.

> This was also adopted. An account of F. M. Rattenbury for \$100.45 was passed.

It was decided that for rooms one to four in the Strathcona ward a rate of \$20 per week should be charged, and that other rooms in that ward and elsewhere should be charged for at the rate of \$17.50, with the exception of two small ms, to be placed at the rate of \$15. The meeting then adjourned.

Our School can give you a veterinary Course Ingliah language, at home draing five months of time, and place you in a position to secure a from \$3,300 upwards yearly. Diploma granted positions obtained for successful students. Cost y



ENTHUSIASTIC RECEPTION.

The