IS BOTH COWARD AND SLANDERER

Roblin is Completely Discredited. The Globe Hurls Charges Back in His Teeth.

Toronto, Sept. 26—J. S. Willison, editor of the News, formerly editor of the Globe, handed out a statement this morning with reference to the controversy between Premier Roblin and Rev. J. A. MacDonald, editor of the Globe, over the Crow's Nest Pass Coal company and the subsidy to the Crow's Nest Pass railway. Mr. Willison says in part he has no desire to hurt Mr. MacDonald or to serve or promote the interests of the Conservative party by forcing Mr. MacDonald's withdrawal from the editorship of the Globe, but he does think that Mr. MacDonald should stand up and fight his own battles and not hide behind another man's coat tails.

As to the issue between Mr. MacDonald and Mr. Roblin, he says the Crow's Nest railway campaign policy was originated with the present editor of the News. He advocated this particular railway while the Conservatives were in power. No director of the Globe was consulted. The editor of the Globe did not know that the railway had been acquired by Mr. Cox and his associates till certain charges were made by the Toronto World. He repudiated any deal, so far as he is concerned and declares he had no hand in any of the negotiations and opposed the grant of $3,500,000 to the C. P. R. to build the road. He had no interest in the Crow's Nest Coal company or any associate company.

Vindication of the Globe.

Under the heading, "Roblin Convicted of Slander," Rev. J. A. MacDonald, in the Globe, referring to Mr. Willison's statement today, says as follows: "My first concern in this matter is for the vindication of the integrity of the Globe, under my predecessor's editorship as well as under my own. The political issues, past and present, and also the merits of the case are to me for the moment of secondary importance. The charge made by Premier Roblin was against the good faith and common honesty of the Globe as a public journal. That charge was worth answering. No honorable man will affect to cavil at Mr. Willison's statement. On this question his word is final. The files of the Globe for two years before any shareholder had knowledge or interest in the Crow's Nest Pass country corroborate that statement.

The essential sentences are the more significant because of present conditions. Flatly opposed as the News is to the Globe and the Liberal party in the present political campaign every interest except the primary obligations of honor and truth would have been served by silence. Having spoken, his word settles the matter.

Roblin a Coward as Well.

"But Mr. Willison's statement does more than vindicate the honesty and integrity of the Globe. It gives authority and occasion to throw back the slanderous charge at the man who made it. Premier of a great province, though he is, Hon. R. P. Roblin is given back his false word; given it back in his teeth. When at Peterboro on Friday night Premier Roblin tried to evade the issue by pretending that his charge was not against the editor but against "the men behind the Globe." He proved himself a coward as well as a slanderer. No matter what his motive, his charge carried with it the insulting assumption that the editor of that day was either a hireling or a poltroon, and when he made his new charge against myself of "disloyalty" to Dr. John Pringle, his word was notoriously false to know and published facts. Surely this man should now be returned in disgrace to the province where the premiership he dishonors. Politics in Ontario may be undignified and sometimes corrupt, but we have nothing so stupidly and coarsely indecent as the Hon. R. P. Roblin, who everywhere boasts of being "the first minister of Manitoba."

A Party to Slander Campaign.

The Globe also says editorially today: "When Mr. R. L. Borden chose outsiders like R. P. Roblin and parades them through the provinces he need not show much vexation because he is being held responsible for slanderers. His lieutenants and supporters in the House of Commons he may have to endure, even though he may not have grace to 'Suffer Fools Gladly.' That is part of the burden of leadership and goes with his salary as opposition leader. But when he introduces the foolishness of Premier Roblin and applauds his platform buster he becomes a party to the offence. Mr. Borden must know that 'foolishness' is too generous a word to describe the attacks made upon the Laurier government because of what was done the Conservative government of the province of British Columbia.

"Mr. Borden must know that the government at Ottawa had nothing whatever to do with granting the charter which alienated 2,000,000 acres of British Columbia lands to a private syndicate. He must know that not one acre of that land belonged to the Dominion, that the charter which covered it was granted by a Conservative government to a man who was a Conservative, and that for seven years that charter was held by Conservatives and its requirements unfulfilled before any Liberal held a dollar of its stock. He should know, too, that 150,000 acres of the original grant went to the C. P. R. and 250,000 to the coal company and that Mr. Cox and Mr. Jaffray never held more than one-fourth interest in the coal company, three-fourths remaining in Conservative hands. And he can scarcely be ignorant of the fact that the one 'deal' the Laurier government made in these coal lands was to exact from the company 50,000 acres which are still held by the Dominion as a public safeguard and protection against private monopoly.

"Mr. Borden must know these things for they are on record, and knowing them how can he suffer the platform foolishness of Mr. Roblin. Grant the very worst that has been said about that bargain which alienated enormous crown wealth, but who made the bargain, who got the lands? A Conservative government in British Columbia gave the lands to a syndicate of Conservatives, who subsequently under financial stress were compelled to sell stock to whoever would buy. Mr. Borden knows that full well. Why then does he sit silent while a man like Mr. Roblin deliberately misrepresents the facts and deceived the people. By bringing in such a man and by applauding his false charges Mr. R. L. Borden becomes a party to the campaign of slander."

U.S. Battleships at Gibraltar.

Gibraltar, October 1.—The American battleship Alabama and Maine arrived here at 2.30 this morning from Naples. As they entered the harbor they saluted the garrison and the flag of Rear-Admiral Goodrich, commander of the British naval establishment at Gibraltar. The salutes were returned.

INSPECTING WORK OF CONSTRUCTION

Prominent Officials of G. T. P. Going Over the Line. President Hayes Here.

A party comprising the leading officials of the Grand Trunk Pacific Railway arrived in the city on their private cars yesterday morning, over the C.N.R. They are on a tour of inspection of this great transcontinental at present in course of construction. After a short stay in the city they went west as far as the Pembina river and upon their return will proceed to Prince Rupert over the C.P.R., via Vancouver, to inspect the western end of the line.

Included in the party who arrived in Edmonton yesterday were Charles M. Hays, president of the G.T.P.; Frank W. Morse, vice-president and general manager; W. E. Davis, passenger traffic manager; John W. Lond freight traffic manager; J. E. Dalrymple, of Winnipeg, assistant freight traffic manager; Norman Mutters London, England, son of J. W. Smithers, vice-president; D'Arcy Tate, solicitor; G. U. Ryley, land commissioner; B. B. Kelliher, chief engineer; Mr. Galloway, secretary to Mr. Hays; Mr. Kinsella, secretary to Mr. Morse; and Mr. Loucks, secretary to Mr. Lond. Messrs. Davies, Dalrymple, Tate and Ryley remained in the city to look after the company's affairs here, while the remainder went further west.

Drive Over the Grade.

The party arrived in the city at 6.15 yesterday morning, and in spite of the inclement weather drove out to inspect the G.T.P. bridge over the Saskatchewan river at Clover Bar in the forenoon. They then proceeded westward by train to Stoney Plain, and will drive from that point over the grade to the Pembina river. They will return to the city tomorrow and will leave over the C.P.R. on Wednesday for the Pacific coast.

In reply to a query of a Bulletin representative as to the purpose of this trip, Mr. Dalrymple, assistant freight traffic manager, stated that it was merely a tour of inspection, so that the officials might see for themselves the progress of construction work on the line. From Winnipeg they came over the G.T.P. line as far west as the Battle River, a distance of about 675 miles. The road bed is in excellent shape, being all ballasted between Winnipeg and Saskatoon, with the exception of a short distance. The work of ballasting the line west of Saskatoon is being proceeded with.

Mr. Dalrymple stated that the line passes through an excellent country west of Winnipeg, which is rapidly being settled. The freight and passenger service recently established on this line is working very satisfactorily and is proving a great convenience for the settlers in that part of the west. A considerable amount of grain is being moved in this country.

At the Battle River the party inspected the bridge being erected at that point. They found the work progressing very satisfactorily. Mr. Dalrymple stated that about one-third of the construction work on this bridge is completed. The construction gang on the Clover Bar bridge are also making good progress.

Steel Here This Year.

"What are the chances of having steel laid in Edmonton this year?" Mr. Dalrymple was asked.

"I think they are pretty good," was the reply. "There is nothing to delay steel laying except these two bridges. They are being rushed to completion as rapidly as possible, and two weeks after they are finished the steel should be laid to Edmonton. In view of the existing circumstances, I think you may look for the completion of steel laying between Winnipeg and Edmonton before the end of the year.

Mr. Dalrymple said he could not say as to the company's plans for laying steel west of Edmonton this year. He knew, however, that the construction work was being pushed ahead as far as possible, and that there would be no unnecessary delays. He believed the whole line would be completed within the time limit of 1911.

THE ANGLICAN SYNOD ON INDIAN QUESTION

Discussion Lasting Whole Day Resolves Into Criticism of Hon. S. H. Blake's Pamphlet Catling Attention to the Necessity of Energetic Work.

Ottawa, Sept. 26—At yesterday afternoon's sitting of the Anglican synod the discussion in reference to Indian work was continued and there was some criticism of the pamphlet issued by S. H. Blake on the subject.

Mr. Charles Jenkins, of Petrolea, thought the Indian question should be disposed of at once. Archdeacon Lloyd, of Alberta, thought the Indian question a very important one. Much time should be taken to formulate a party to direct it in the future. He would like to see a special Indian committee appointed in the west by the archbishop of Rupert's Land, and another in the east by the primate. The Indian problem, he said, would settle itself in a few years for the red men were dying out. He did not believe, however, that the Indian schools and missions were hotbeds of disease. Continuing, the speaker said that while the officials at Ottawa are considerate, officials on reserves are like "little tin gods."

Apathy in Algoma District.

Archdeacon Gillmore asked S. H. Blake pointedly, why he charged the Anglican church in Algoma with apathy in regard to Indian work. Mr. Blake replied that an Algoma church paper had made the charge.

"The editor of that paper referred to apathy outside the diocese," said Archdeacon Gillmore.

"No exceptions were made," retorted Mr. Blake. The archbishop of Rupert's Land while agreeing with Mr. Blake in some respects thought he had conducted his campaign unfairly. This was a critical time for the Church of England schools. None but their schools had yet been closed.

Mr. Blake said he would withdraw nothing he had said. He had information from all sources in the church. He should go forward with the work and forget what had passed.

Mr. Oliver's Promise Good.

Touching on the action of the Indian department in closing certain schools, Mr. Blake said that if the department did not open better schools it would certainly hear from the Anglicans. The government had taken lands and certain liberties away from the Indians and it was not fair that their interests should not be looked after. Mr. Blake told the synod that Hon. Frank Oliver had written him about these schools and he felt confidence in the promises Mr. Oliver had made in respect to them. The discussion was still progressing when the synod adjourned at six o'clock.

Synod Names Committee.

At the evening session Rev. O'Meara moved a resolution to refer the matter to a special committee to be appointed by the board of missions. The synod after a discussion that had lasted all day, finally disposed of the Indian school question by voting down Rev. O'Meara's motion and passing another instructing the primate and archbishop of Rupert's Land to appoint a committee. The committee will not be able to report to this synod.

RED DEER HEARS OLIVER AND CLARK

Minister of Interior and Red Deer Candidate Given Splendid Reception.

Red Deer, Sept. 30—Hon. Frank Oliver visited Red Deer last night and addressed the largest political meeting ever held in the town. The audience was wildly enthusiastic. The excitement began with the opening of the proceedings and was continued until close on midnight, when the meeting broke up. There was an orchestra in attendance and on the arrival of Mr. Oliver, accompanied by the Liberal candidate, Dr. Clarke, it struck up the air, "See the conquering heroes come." And no sooner had both gentlemen taken their seats on the platform than they were each given three lusty cheers, followed by "For they are jolly good fellows." H. W. Clarke, president of the local Liberal association, occupied the chair, being supported, among others, by J. T. Moore, M.P.P., J. A. Simpson, M.P.P., J. R. Cowell, Angus Martin, J. D. Kennedy, C. P. Mellor, deputy sheriff, Stephen Wilson, Tipton Witt, of Lamont, A. Telluing and A. T. Rowell.

The chairman mentioned that Mr. Geo. F. Root, the Conservative candidate, had been invited to attend and address the meeting. He inquired if Mr. Root or his representative was present. If so, would he step on the platform.

There was no response.

Mr. Moore, who was the first speaker, said he did not believe they would disturb the currents of prosperity which had been flowing in their direction and which would continue to flow so long as they had Sir Wilfrid Laurier at the head of affairs. Their happiness was bound up in his continuance in power. (Cheers.) It was fortunate for Alberta that Edmonton had elected the Hon. Frank Oliver. He was largely the creation of the west and he was to some extent the creator of the west. He believed that the land should go to the settler and he was carrying out that policy (Cheers.)

The Candidate Speaks.

Dr. Clarke who, on subsequently rising to speak, had a very warm reception, said that in the last 12 years a greater transformation had taken place in the condition of the country than probably was ever witnessed in the same brief period of time in any country on the face of the earth. (Cheers.) Twelve years ago the revenue was $36,000,000; today it was $96,000,000. Twelve years ago the annual number of people taking up homesteads was 1,800, and at that it was a diminishing quantity. The C. P. R., which the Conservatives said brought the people in and made the country prosperous, had been in existence for years, and yet there were fewer homesteads taken up in the last nine years o fthe Conservatives' administration than there were in the first nine years. Last year, for the first time in the history of the Dominion, the immigration, which twelve years ago was 17,000 and a diminishing point on the North Saskatchewan river, at or near Rocky Mountain House, not exceeding seventy miles. The bonus is three thousand two hundred dollars a mile. I have very little doubt that this harmless item, which, I presume, is not objectionable to the electors of this particular locality, will be used at a later date by Mr. Roblin and his colleagues as another scandal against the Liberal government."

No Favoritism Shown.

The Minister refuted the insinuation of favoritism in regard to the awarding of timber limits. The Liberals, he said, had given the limits to the highest bidder. The insinuations had been thoroughly investigated before the public accounts committee, and there was not a tittle of evidence to support them. Mr. Edmund Bristol, Mr. Amos' legal adviser, had therefore asked for the enquiry to be closed. The policy of the Liberals had been the same as the Conservatives, but the administration had been very different. The Conservatives actually gave away eighteen thousand square miles to political friends. Here are one or two instances:

"Geo. H. Perley, M.P., who is now denouncing the Liberals for having grafted in timber, applied on November 16th, 1882, for fifty square miles on the Saskatchewan river, which was granted by order-in-council of December 21st, 1882. On December 18th, 1883, Mr. Perley paid $250 as rental. The berth was cancelled by order-in-council on October 23rd, 1888, for non-payment of rental due. No license was issued for this berth. Mr. Perley held the berth for several years to speculate in.

Mr. H. A. Ward, M.P., applied on Oct. 3rd, 1883, for fifty square miles on Red Deer Lake, which was granted by order-in-council on November 1st, 1883. The berth was cancelled for non-payment of rental. Mr. Ward held the berth to speculate in for ten years, never paid a cent. He is the member for Durham and is another of the noble band who are denouncing the government.

Thos. Birkett, formerly member for Ottawa and a candidate in the present election, made application on May 10th, 1881, for a berth of fifty square miles on Long Bay, Lake Winnipeg, which was acknowledged but no action taken. On December 17th, 1883, he applied for a berth of fifty square miles on Sturgeon Lake, which was granted by order in council on January 23rd, 1884. In March, 1884, he paid rental to the amount of $250. On August 22nd, 1892, the $250 was refunded to him as the berth was in disputed territory. (Laughter.)

C. C. Colby applied on October 9th, 1882, for a berth of fifty square miles on streams running into the Battle river on Nov. 24, 1882, he amended his application, and a berth of 50 sq. miles was granted on January 11th, 1883. No payment was made, and the berth was cancelled on November 1st, 1887. He held the berth for four years for speculation, and gave the country not a cent. Mr. Colby at the time was, I believe, a member of Parliament, and supported the government.

More Evidence of Favoritism.

T. G. Blackstock is another leading light in the band of patriots who are going to protect the country's timber resources. On Jan. 20th, 1882, he applied for a berth of fifty square miles in township 25 ranges 23-24 west of the 1st meridian, which was granted on December 22nd, 1882. Nothing was paid. On November 24th, 1883, Mr. Blackstock wrote that there was not any timber on the berth, and asked that it be exchanged for a berth on White Fish Lake. This was granted, and Mr. Blackstock paid rental to the amount of $250, and made a survey. On October 24th, 1892, the rental was refunded, as the berth was in disputed territory. On June 14, 1893, the cost of survey, viz., $689.78, was refunded to Col. T. D. Tisdale, who furnished a power of attorney from Mr. Blackstock.

"Mr. Blackstock is campaigning in Toronto, I believe, addressing Sunday school meetings," said Mr. Oliver.

D. Tisdale applied on October 3rd, 1882, for a berth of fifty square miles in township 24 and 25 range 23 and township 25 range 22 west of the first meridian. The berth was granted, but Mr. Tisdale did not make any payment. On August 27th, 1883, he applied for another berth of fifty square miles in township 23 and 24 range 26 west of the first meridian, but was advised as he already had a berth of fifty square miles he could not be granted additional territory. On November 16th, 1883, he requested cancellation of the berth granted him, as there was not any timber on it, and asked for a berth of fifty square miles on the south shores of Lake Minnietakie. This berth was granted in lieu of berth 136 on December 6th, 1883. On March 2nd, 1885, Mr. Tisdale requested cancellation of berth, as the timber thereon did not justify the expense of the survey. The berth was cancelled; no money was paid.

J. G. H. Bergeron, M.P., who campaigned the West with Mr. Borden, applied on August 5th, 1882, for a berth on Lake Dauphin. The berth comprised fifty square miles, and was granted on February 3rd, 1883. Mr. Bergeron did not pay any rental, and the berth was cancelled on October 23rd, 1888.

The Hon. John Hagart also shines as a timber grafter, if that is the way to put it.

Mr. Oliver next showed that Mr. Burrows for his timber limits of something over four hundred square miles, had paid rental to the amount of $20,000 more than his competitors were prepared to give. The Liberal government administration had resulted in the investment in the lumber business so that the cut for the nine months ending March 31st, 1907, was 141,030,000 feet. He had changed the regulations because the demands for timber areas were becoming speculative. The government could now retain full control over the reserves, and limits would not be put up until the requirements of the country made it necessary. In conclusion he paid a tribute to Dr. Clark, and said he was a candidate of which any constituency might be proud.

"The Liberal party realized that, if Canada was to grow, the growth must be in the west, and its policy of development was a policy of western development—not, remember, as setting the east against the west, being quantity, exceeded a quarter of a million. Twelve years ago the revenue, which the territories, now composing the provinces of Alberta and Saskatchewan, received from the Dominion government was $243,000 and today it was $2,500,000. In 1895, the last complete year in which the Conservatives held office, Canada's total trade with the foreign nations of the world was $224,000,000—or six millions less than 13 years before. The population was decreasing and the condition of the country was, commercially and from any standard they liked cause Liberalism is the opposite of sectionalism; it is a protest against sectionalism. The success of the Liberal party over their opponents in Canada was that, while the Conservatives directed their attention towards the east, the iberals directed their attention to the west. I have no fault to find with the Conservative party or Conservative principles. Conservatism is all right in its place. It stands for stability, just as Liberalism stands for progress, and which is best of the two sets of principles depends upon the times, circumstances and conditions. Liberals believe that the times, circumstances and conditions today are for Liberalism. The Conservative party did a noble work in consolidating the various provinces into one big Dominion, but it outlived its usefulness. It provided the Canadian Pacific railway, it is true, but, when it had provided it, it thought that it had done enough for the country. It allowed Western Canada to grow up under a monopoly. Western Canada was groaning under that monopoly when the Liberals took office, and the Liberal party had to break it. Conservatism is the natural ally of monopoly and Liberalism is its implacable foe."

The Railway Policy.

Mr. Oliver referred to the efforts of the government in encouraging the construction of the Canadian Northern system and in undertaking the Grand Trunk project, which will give efficient competition on the prairies, and then proceeded to describe the continuance of the Conservative party's opposition to railway competition, mentioning as another instance their opposition to the Great Northern railway, which provided competition in British Columbia.

"The Great Northern," he said, "runs close to the Canadian boundary and is in a good position to obtain traffic on the Canadian side of the line. The enterprising management of that railway has from time to time extended branches into Canada, and in 1905 it desired to extend its system into British Columbia. It came before parliament for legislation. It did not ask for bonus nor for guarantee of bonds. It merely asked for sanction to build north of the boundary, and to give competition to the people who would be reached by the system. What was the attitude of the two parties on that occasion? The record shows that the question was brought for decision before the railroad committee. There was a straight party vote, the Conservatives voted against competition the Liberals for competition. Amongst the Conservative members who voted against competition were the two Conservatives of Alberta and the one Conservative from Saskatchewan. These acts show the attitude of the two parties, and your votes on October 26th will say whether you are in favor of railway competition or monopoly."

Opposition to G. T. P.

The minister reviewed the Conservative party's opposition to the Grand Trunk scheme, and said that notwithstanding the fact that the government was being attacked for its extravagance on that account, it was prepared to build the Hudson Bay road. Mr. Oliver showed what a boon this new railway would be to the prairie.

"When the Conservative party built the C. P. R.," remarked Mr. Oliver, "it was generally understood that instead of the government controlling the railway, the railway controlled the government. Although the Liberal government had been more energetic in its policy of railway development it has accompanied that policy by a policy of railway control. Nobody today suggests that any one railway controls the government. One of our chief titles to credit is that we devised the railway commission, and that body has been so effective in its control of transportation companies that the country has demanded the enlargement of its jurisdiction so as to bring in within its scope, express, telegraph and telephone companies. The demand has been acceded to and the additional members required to discharge the additional functions have been appointed. The Liberal party legislates for the masses and not for the classes.

No Elevator Discrimination.

"The transportation companies formally dictated as to whom should build elevators or warehouses alongside the railways. The government has now forced the railway companies to give a site whenever required on reasonable conditions of rental. The elevator has to accept any grain that it has room to handle, and the railway company has to accept a farmer's grain either from his own waggon or from the elevator.

Mr. Oliver next dealt with the slanders made by the Conservative party. He said the most recent one was the Crow's Nest Pass railway. The agreement under which the government obtained its construction was described by Premier Roblin in an interview in Ontario as a steal. Mr. Roblin went to Ontario where the people did not understand the situation and the necessity of the road to make such an assertion. He was careful not to come to Alberta to orate on the subject. The farmers here appreciated too well the advantages which the railway had brought to them, enabling them to send their produce to the mining districts of Southern British Columbia, which before it was constructed were served by the United States.

"I have here," he continued, "an Act called No. 213 to grant subsidies to railways. This would probably be a scandal also. Item 38 is for a line from a point at or near Red Deer to

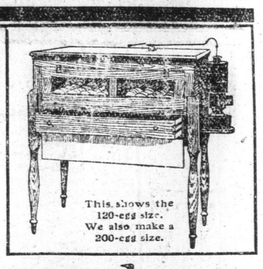
Fruits of the Policy.

"We have had the planting and the growth, and I think I may safely say that we are having the fruition. (Cheers.) That it is only within the last two or three years that we have really reached the fruits of the policy which was begun in 1896, and carried forward to the present time. We have every confidence that what has been achieved is but an indication of what will be accomplished in the next few years, if the same means are applied and the same policy is pursued. (Hear, hear.)

"There have been times of doubt and discouragement—times of question as to what the result would be—but, today, under the conditions in which we find our country from one ocean to the other—and in no part more markedly than in this prairie country—we have no apology to offer and no explanation to make. The evidence of success is before the eyes and in the mind of every man, woman and child. The question at issue to be decided by the electors on the 26th October is: Do you approve of what has been done and do you desire the Liberal policy to be continued? If a government has done well and a country has prospered under it, it seems to me that there should only be one answer. What we endorse for the past, we approve for the future. The government, whose policy and administration have achieved the results which we see around us, is good enough for us, and the candidates supporting that government are the candidates to receive our votes. (Cheers.)

Western Development.

$100 easy profit for YOU this Winter from The Peerless



This shows the 120-egg size. We also make a 200-egg size.

¶ Profit in poultry-raising?—**this** winter?—for **you**? Well, just send for the free book, "When Poultry Pays," and study the possibilities it shows.

¶ Actually, it would be no difficult thing for you to realize a hundred dollars clear profit by early Spring if you started this Winter with a Peerless Incubator and Brooder (the Peerless outfit). Lots of folks have done far better than that, with the same start.

¶ Besides the outfit, you will need only an acre of land (say), the necessary eggs to set the incubator with, and—just plain gumption, horse sense,—nothing more.

¶ Cash? Not needed to get the Peerless outfit—you can have plenty of time to pay for it—two years if you like.

¶ You needn't even have the money to pay the freight from here to you—we will pay that, if you order before the fifteenth of November. And more than even this:

¶ We will tell you in plain English, so you just **can't** go wrong, exactly what to do (and what NOT to do) to make a success of poultry-raising. We will advise you at every point you think is hard. We will counsel you with the wisdom of the biggest poultrymen in Canada—tell you just what they know—and they **know**. Nothing to pay for this. More than that, even:

¶ We will find you a buyer who will pay spot-cash, highest market prices, for all the poultry you want to sell—if it's the right kind of poultry. Or all the eggs, either.

¶ Sounds fair, doesn't it. It IS fair. It's the fairest offer you ever will get,—for a poultry-for-profit outfit that is GUARANTEED in every way, that will hatch and rear more and sturdier chicks than any other, and that won't give you anything but profit from the beginning, whether you are a green hand or a veteran at poultry-farming.

¶ Better send for the book, price-lists and details in full. Better send NOW—if you want us to pay the freight. We don't usually.

¶ Winter-hatched chicks make broilers by earliest Spring,—30 cents a pound, 'most everywhere. Big money in that—with a Peerless outfit and Peerless methods to start with.

Order before Nov. 15 and we will prepay the freight

¶ Winter-hatched chicks, reared the Peerless way, will be laying next Fall and Winter,—and eggs brought 70 cents a dozen in Victoria last March.

¶ By all means, send now for the details. That commits you to nothing. Read this ad. over again and send now—remembering that we make good every word we say, every promise we give.

The Lee Manufacturing Co. Limited
298 Pembroke Street, Pembroke, Ontario

Canada's largest and best-paying poultry-raising concern—Poultry Yards of Canada Limited—uses the Peerless Incubator and the Peerless Brooder EXCLUSIVELY,—and always has. Its management say that is why it is such a huge success. Isn't that hint enough for YOU? 18

HANNA SLANDE[RS] THE FOR[...]

Gives Them Undue P[...] sanity—His Own Figures Against Laurier Governme[...] Inspection as Res[...] the Record Shows.

Ottawa, October 1.—[...] sistance in the campai[...] Hon. W. J. Hanna is [...] tour with Mr. R. L. [...] attack on the immigra[...] the government, which [...] has filled the asylums [...] Ontario with the for[...] Pembroke on Monday [...] other places where he [...] has made much of wha[...] enormous increase in [...] province by reason of t[...] per inspection of imm[...] quiry at the Immigrat[...] and a careful analysis [...] reveal the fact that M[...] grossly misrepresented [...] of the case.

A Remarkable A[...]

At Pembroke and [...] Maritime Province tou[...] stated that he found th[...] five years the foreign e[...] creased by twenty per c[...] vince of Ontario, and t[...] Federal Government ha[...] proper supervision of th[...] the increase of the fore[...] the asylums and at the [...] would be only twenty p[...] he said, there had been [...] the five years between [...] of about ninety per cent [...] figures as his basis, and [...] culations that each of t[...] born" unfortunates wo[...] tention for twenty years [...] $200 a year, Mr. Hanna [...] as a consequence of the [...] the foreign-born populati[...] lums and jails of the [...] people of Ontario were s[...] liability of $1,200,000 for [...] alone.

It must be noted that t[...] Secretary places all pers[...] of Canada within the [...] "foreign-born." Any pe[...] become insane, or who h[...] victed of any felony, if b[...] Britain or any other co[...] of Canada, comes within [...] tion, no matter how long [...] lived in this country. [...] Canada for fifty years is [...] same footing as a resid[...] days.

Now what are the facts [...] as shown by the official [...]

Conservatives Had No [...]

In the first place, with [...] complaint that the super[...] migrants has been ins[...] must be borne in mind th[...] until the year 1902 that a[...] inspection of immigrants [...] ed in Canada. Previous[...] ing all the eighteen years [...] tive rule, and during th[...] years of Liberal administ[...] was no real system of ins[...] der there is a large and [...]