the tariff. But, if they wish the markets of the United States, I can only theil them that they must allow the American people and the American congress to give them entrance to that market—that this cannot be secured lower telegraph tolls.

Western Grievances. The people of the west have great grievances and to these grievances I wish to call attention. In doing so I do house, because these are matters that the house can deal with. What are those grievances? The grievances of the people of the west are in connechave great grievances in regard to rallways give. And these are equally gulevances of the people of all Canada.

There are grievances of the people that we can cure at once. The people of the west, and the people of the east also, are suffering to-day from excessive express charges. The remedy is within the power of the government tablishment of a parcel post system We do not even need legis lation from this house. An order-in-council, or even a direction by the postmaster-general, can put in force in Canada to-day a first-class parcel post system that will relieve the people of excessive charges they are now ing. It is true the railway commission took up this question of express charges. But they were very long in dealing with it and their dealing with it has not been very satisfactory. Now a great new principle in economics has been developed in my own Province of Ontario and in my own City of Toronto, and in this City of Ottawa also; that applies wherever there are great private corporation exercising franchises in the way of public services. The only way to con pel those corporations to give the people fair treatment and reasonable rates is by public competition-competition of the state. In the Province of Ontario, and in the City of Toronto monopoly existed in the supply of electrical energy. The rates imposed by the private companies exercising public franchises were exorbitant. The very day the Province of Ontario was

and child in this country conditions petition on which the progress and development Mr. Mr. of the country depend. There is a hon, friend here (Mr. Cochrane), who grievance, a great grievance, in regard to the passenger rates in this country, and I am prepared to show, as I have tried to show in this house before, that a reduction in the passenger rates will net only increase the convenience to the passenger and the greatly and the greatly as the time with the discussion of constitutional questions—lawvers' issues—when the people and the service to the people, but it will in the end increase the revenue to the companies. It is like the reduction in postage; the greater the reduction in postage, the greater has been the convenience to the public window and the profits to the postoffice. So taken to the postoffice to the public window with the profits to the postoffice. the great Canadian Pacific Railway this motion to go into supply, and after which can afford to pay enormous divitends, and to cut melons and distribute them amongst its shareholders, is in the house last week, that the im mediate duty of parliament—and probin duty bound by its charter, by the ably the government has a program in

bring the same effect?

U. S. to Open Markets. Mr. MACLEAN (York): I am dealing now with the rallways, and if the public franchises were exorbitant. The very day the Province of Ontario was able to carry out its hydro-electric support in this house in regard to the power policy and the municipalities were thus enabled to supply electrical west, we will more than likely get repaired by the state, represented by the best counsel that can be obtained for the purpose. Why should a farmer were thus enabled to supply electrical west, we will more than likely get repaired by the state, represented by the busy the state, represented by the busy the state, represented by the busy the state counsel that can be obtained for the purpose. Why should a farmer than the state of the purpose and the purpose are purposed and the purpose are purposed and the cut in two. And where, formerly, you could get no fair treatment from any of these private companies as some creatic points. I say that we cannot deal with way commission or send a lawyer to have his rights respected? If he has a grievance the state ought to see that any of these private companies, as soon are craited party come into power in the as competition came in there was a very pleasant change. The same thing will happen in the case of the express companies the moment the for it. But we cannot do that our would be better occupied, I think in the results of the care of the states ought to see that the circ of that srievance the state ought to see that the circ of that srievance the state ought to see that the circ of that srievance the state ought to see that the circ of that srievance the state ought to see that the circ of that srievance the state ought to see that the circ of that srievance the state ought to see that the circ of that srievance the state ought to see that the circ of that srievance the circ of the circ of that srievance the circ of the circ of that srievance the circ of the circ of the circ of the circ of the

Mr. MACLEAN (South York): My it is the grievances of the people, and the rectification of these grievances in every direction, within the limitation of the powers of this parliament, to which we should be directing our at-

So, I desire to say in connection with them amongst its shareholders, is in duty bound by its charter, by the law of fair dealing to the people, to give the people from one end of the country to the other a two-cent a mile passenger rate.

Mr. KNOWLES: What about a reduction in the tariff? Would not that bring the same effect? the railway commission. It is necessary at these hearings that the rights of the people shall be stated before that commission, not by a single man. grievance the state ought to see that the care of that grievance is brought

OTTAWA. Des 4-Polishering is the commentation and the service of the drawlet in the house on Priday raised by Hr. Machine of Service of the S

We have the necessary legislation to hand for the purpose, and if the announcement is made in this house to-day that Canada purposes to lead in binding the empire by cheap cable tolls, the moropoly, whether in New York or in London, will surrender in a day. They are willing to surrender now, but if they reduce their tolls, they want to make a term that there shall be no competition from the state. I am opposed to any such arrangement. Some years ago an infamous agreement in a similar respect was state monopoly. In other words if the I am opposed to any such arrangement. Some years ago an infamous agreement in a similar respect was nade by the Province of Ontario with regard to hydro-electric power, and in connection with which the province actually surrendered its sovereignty, but such a surrender by the state to private corporations must never be made in this country again. We should assert that we are imperial by proving it, and not by talking it, and for imperial reasons and for business reasons cannot be sometiment. Which holds that the competition as state monopoly. In other words if the state undertakes the operation of any great public utility, it ought to undertake it in the way of a monopoly rather than in the way of competition with private enterprise. I am not offering any opinion at present but merely suggesting that there is a difference on that point. My hon, friend says that the railway commission of Canada has not dealt satisfactorily with express rates. I am not prepared perial reasons and for business reasons we should at once declare that we will have cable tolls cut in two even if we have to build a cable of our own. Why, ment; because I have not given the ment of it only requires a few million dollars to build a cable and the Canadian business alone at half the rates now charged would support that cable. I give the late government credit for encouraging the Marconi system, which afforded some slight relief, and the money was well spent in that direction, but it would have been ten times better spent in the interest of Canada and but it would have been ten times better sion, and ask him to investigate it spent in the interest of Canada and or report to me the reasons why he the empire if the government had laid on Atlantic cable. I recommend to the the empire if the government had land an Atlantic cable. I recommend to the governor that they should tell this cable monopoly that they intend to cut the rates in two by building a cable between Canada and the mother country, and if we have our own cable recountry, and if we have our own land lines and the mother than the purpose of keeping the rates charged at a proper standard. As the most proper than the purpose of keeping the rates charged at a proper standard. As

State-owned Raidways.

Is there anything else into which state competition can be carried in order to secure benefits to the people of the vest country, we should at least have state-owned corporations. That alone would be very effective in reducibly by the municipalities. The reight rates are exorbitant, and the representation of passenger rates. It have brought that matter up time and again in this house, but I am talking now about the economic conditions and child in this country, complete state the most of the question of passenger rates. I have brought that matter up time and again in this house, but I am talking now about the economic conditions are whether the people of conditions and child in this country, was not by competition with the conditions of this come to the composition of the competition of the people of the was feel them to be exposed the people of the was feel them to be exposed the people of the was feel them to be exposed that the people of the was feel them to be exposed the people of the was fe they have not the means to get public economic phase of the question at iscompetition that we have here.

Cheap Cable Tolls.

We have the necessary legislation to slon of the government, I can only say

thing will happen in the case of the country of the street of the street

Mr. BORDEN: The non, gentleman's statement in regard to the cost is very interesting, and rather surprising to me. What would he believe to be the average cost per mile of railroad construction in the three prairie provinces under ordinary conditions?

Mr. TURRIFF: I am not a railway constructor, but any man who has common judgment, and who goes over the roads in the west—

Mr. FOWLER: Oh, oh,

Mr. FOWLER: Oh, oh;
Mr. TURRIFF: The hon, gentleman think I will make some remarks that will let them criticize the cost of the Grand Trunk Pacific, but they cannot catch me in anything like that. A railroad built as the Canadian Northern Railway or the Canadian Pacific Rail-Railway or the Canadian Pacific Railway, or the Grand Trunk Pacific is built, can be constructed, one hundred miles with another, at a lower cost in the west than the same class of road would cost in the eastern provinces. That being the case I ask why we in the west should pay \$1.66 where the man in Ontario pays \$1, and the man in British Columbia has to pay the still more unreasonable charge of \$2. That is a statement of fact and I think that something should be done. hink that something should be done. I took this up with the late govern-I took this up with the late government, a few months before the prorogation, and pointed out the difference. There is something radically wrong when the people of the west are bled in this manner, and I am pleased to hear the prime minister say that he will take the matter up with the railway commission. I have myself applied to the railway commission in connection with this matter, and they claim they are investigating the whole condition as a satisfactory solution. But I want to say that there will be no satisfactory solution of that mat. want to say that there will be no satisfactory solution of that matter as long as the people of the west are charged two prices as compared with the people of the east. And while I am on this subject, I would like to say to the hon gentleman for York (Mr. Maclean) that, while I agree with him in a great deal that he has said about the railways—and I intend to go into that question during this session—yet, for every dollar we lose thru the railways, we lose ten thru not having the American market as we should have had it under reciprocity. Had we in the west the reiprocity. Had we in the west American market we could stand to be robbed some, but not having the American market we cannot afford it. Access to the American market to-day would make a difference of from 15 cents to 20 cents on every bushel of wheat we have.

have to be divided between the two companies. That is a very universal complaint, and I think it is one that should receive the attention of those who have authority over it. Mr. MACLEAN (South York): That was one of the substantial grievances of the fruit growers, was it not?

of the fruit growers, was it not?

Mr. BLAIN: Yes, the fruit growers have some substantial grievances in respect to express charger, but I do not wish to go into that question just now. I simply wish to direct the attention of the house to a complaint which has been heard for many years, and I think it is one which should receive the immediate attention of the railway commission. If they are not powerful enough to remedy this matter I think enough to remedy this matter I think the government should step in and see that something is done in the interest of the people with reference to the carriage of express parcels.

LAW OVER-RIDES MAGISTRATE.

ST. CATHARINES, Dec. 4.—(Special.)—After serving eight days in the local jaol upon summary conviction by J. L. Heaslip, Gainsboro Township

## AND INFLUENZA CURED

EMINENT DOCTORS FAILED TO CURE-HAD GIVEN UP HOPE.

This Case Does Prove That When Catarrhozone is Breathed Every Trace of Catarrh Disappears.

MILFORD HAVEN, Da., Oct. 24. -

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