THE RAILWAY TO THE HUDSON BAY

(Continued from Page One).

many years. Mr. White had suggested that he should tell some of the things that the Liberals had not done, that they had been blamed for doing. But first he would speak of some of the things that the Liberal government had done. Liberalism meant progress. There was a time when Liberalism was destructive in its character. But Liberal principles then triumphed and now the old abuses had been corrected. Then, however, the work of Liberalism was not done. Now Liberalism stood for construction, not for destruction as in the past. It was upon the constructive work that he desired to speak at the present time.

No People to Occupy Land.

"The great condition that faced the country for many years was the lack of people to occupy the land. We had the finest land in the world, but there was no one to use it. The first end of the Liberal government was to secure people to occupy the land. I will not dwell on the abuses of the old days but merely point to the success that has attended the Liberal administration in this direction. The Conservatives endeavored to secure the same ends, but were not successful. The difference between the parties was that one met with failure, the other met with success in endeavoring to accomplish the same end. Canada, in the last ten years has doubled her revenue and has doubled her wealth. This of itself is sufficient recommendation for the government before an intelligent electorate.

Canada Wants the Best People.

"But the Liberal government are attacked upon the very point of immigration, now that success in bringing settlers to the country has been achieved. I will not dwell on the criticism that the government has been unwise in the selection of the people that have been brought into the country. The policy of the government is to get people, and to get the best, and if they are not the best when they get here, to govern the country so they may be as good as the best as soon as possible. (Cheers.) The government does not pick on one set of men and say, you shall not come. Instead, when a man has good hands and a stout heart he is welcomed. The principle of Liberalism is equal rights to all men and equal consideration to the feelings of everyone, the effort in every case being to improve the conditions and bring all to the highest possible standard of citizenship.

The Transportation Question.

"Intimately connected with the question of development is the question of transportation. No country can progress as it should without railways. In the past, from time to time, I have talked of railways in Fort Saskatchewan, but this is the first time I have been able to show the railway. The railway is the application of Liberal principles and Liberal practice. In 1883 the Canadian Pacific railway came to Calgary, in 1891 the railway reached Strathcona and from that time to 1905 there were no more railways built in the country. Why were there not more railways built? It was not because there was not money to build them, it was not because there was not plenty of country for land grants to railways, but it was because the Conservatives stood for railway monopoly and for only one railway in the country. The Conservatives said there was not business for one railway, the Liberals replied that the lack of business was because of the monopoly; build more railways and the country will be developed. This question was argued out election after election on the public platform. Who was right and who was wrong? (Applause.) The state of the country at the present time is the answer. The Canadian Northern this year is doing more business than ever before and every man has a better opportunity to make money than ever before. It was this railway policy of the Liberal government that put this country on the front street instead of the back alley as in the past. (Applause.)

No More Railway Monopoly.

"Soon the Grand Trunk Pacific will be running their trains across the prairie. Now there is no more railway monopoly and there will be none as long as the Liberals are in power. (Cheers.) Ask the Conservatives what is their policy? They still stand for monopoly as they have done in the past. Now that the monopoly is broken do not give them a chance to impose it again. (Applause.)

Railways Mean Large Expenditure.

"These railways need much money to build. They necessitate the expenditure of large sums, and it is because of these expenditures for railways that the Conservatives of Eastern Canada are urging the people to turn out the Liberal government. What is the answer of the Liberals? It is that the Liberal government stands for the greater development of the west and for the competition of the railways not alone, as now, to Eastern Canada, but in another outlet through the Hudson Bay. The Conservatives who are campaigning against the large expenditures are campaigning against the Hudson Bay railway, but they are afraid to say so in as many words. If you want the railway you must support the Liberal government. If you do not want it the Conservatives are good enough for you. (Applause.)

"What will the Hudson Bay railway mean to Fort Saskatchewan? It will greatly lessen the cost of freight shipment to the British markets and thereby add greatly to the value of the land of every property owner. The Hudson Bay railway is essentially a western project and it must be endorsed by the people of the west to have it carried to completion. If the prairie provinces do not support the Liberal government in the Hudson Bay railway they cannot expect the eastern provinces to do so. And the support of Mr. White on election day will mean the support of the Hudson Bay railway.

The Railway Commission.

"While, however, the Liberal government has been increasing the railways, they have also realized that while railways are a good servant they are not a good master. Therefore the government has organized the railway commission which has been a stupendous benefit to the people. There have been demands for it in all parts of the country and its scope has been increased to control telephones and telegraphs as well. The appointment of this commission means another application of Liberal principles, the government control of railways. The Conservatives have taken part in the building of one transcontinental railway and how did they do it. It was a standing joke, if not too serious to be a joke, that it was a case of the railway controlling Canada, not Canada controlling the railway. (Laughter.)

The Grain Question.

In this farming community, Mr. Oliver said, it was fitting that he should tell what the government had done in the way of facilitating the handling of grain. In the past there were such abuses in the handling of the farmers grain that the government had to step in and take a part in building elevators, in the supplying of cars and looking after the shipment of the grain. This action on the government's part was loudly denounced by Sir Charles Tupper and the Conservatives, but the bill became law and great good has resulted to the farmer. The Liberal government, however, did not pass this legislation to give the farmer a better chance than anyone else. Class legislation was opposed to Liberal principles. But it had become evident that the farmer individually was not able to cope with the situation and thus it was the government's policy to protect him by legislation and by administration. Latterly it was found there were defects in the Grain act and amendments were introduced. Then the opposition came again. On the one side were the bankers, the elevator men and the railways, while on the other was the farmer. On one point the railways and the kindred opposition were emphatic in protest: that was on the distribution of cars. But despite their powerful influence the car distribution provision was unchanged; the farmer got consideration for his interests and protection for his interests at the hands of the Liberal government. There were some who said that the farmer should have special protection. This could not be given as Liberal principles, as he had said before, were opposed to class legislation, but the farmer was given a square deal, and all the rights that were coming to him, not because he was a farmer but because he was a citizen of the Dominion. (Applause.)

"Now for a few minutes to some of the scandals circulated by the Conservative party. To hear the stories told many of the old friends here must have thought that I have become a greatly changed man. It would be peculiar if, because a man should change his residence only, that he would become a consorter of thieves and a looter of the public domain." (Laughter.) But such appears to be the impression which the opposition desires to convey. In a booklet entitled, Facts and Figures for the Electors, circulated by the Conservatives and fathered by R. L. Borden, they speak of the public domain being looted to make the favored few rich. The statement is that the government has robbed the people by stealing the land. Who has stolen the land and where is it now?"

Mr. Oliver effectively answered these criticisms and pointed out that the Conservatives while in power gave away thirty-two million acres of land. Of this amount broadly speaking they have sold fourteen million acres for $60,000,000. This money the people of the three provinces have had to pay for the land by their sweat and strength to the railway companies, who got it for nothing from the Conservatives.

"What have the Liberals in the last twelve years given to railways?" Mr. Oliver asked. "Not one acre! Instead, they have given 25,000,000 acres to the settlers. Talk about looting of the public domain, it has all been done by the Conservatives for their favored railway friends.

"Come a little nearer home. The Conservatives while in power reserved also all the odd numbered sections for the railways, but this was not all taken up and the remainder was cancelled by the Liberal government. Now here was an opportunity for looting. This would have been a great opportunity for the Conservatives if in power. What did the Liberal government do. They made provision in a statute that the first men who applied at the land offices of the country on September 1st should each have a quarter section. The result was that in the first sixteen days of September, 10,000 quarter sections were granted, no, looted, (laughter) for the benefit of the favored few, the settlers of Western Canada. (Great applause.) No man was asked whether he was a Liberal or a Conservative and never will he be asked under a Liberal government. (Applause.)

"What was the attitude of the opposition? Mr. Foster opposed the land bill tooth and nail, and the opposition supporters on the back benches by their determined obstruction held it up for one year. Who is the friend of the settler and who of the speculator?

"But fortunately the Liberal government had a sufficiently large majority and the bill this year became law. In whose interests were the Conservatives acting in their opposition to this bill. In the interests of the loan and mortgage companies of Canada who unitedly passed a strong resolution in opposition to the homestead feature of the land bill. On the one hand the Conservative party was doing the bidding of the mortgage and loan companies, on the other the Liberals were acting in the interests of the settler. Not because the settlers were a favored few but because the Liberals thought it best for the country that the land should be opened up. The land for the settler has been the policy of the Liberals out of power and in power and the best proof of the carrying out of their pledge was the fact that 200,000 quarter sections have been given out to actual settlers since the Liberals came into power, and as soon as available, 2,000,000 more acres were thrown open to homesteading.

Mr. Oliver then took up the Saskatchewan Valley land deal, fully explaining it to the satisfaction of the audience and showing that there was no dishonesty in the transaction in which the company was entitled to all they could make in opening up a district that was previously unfit for settlement. Two other alleged scandals were said by the opposition to exist in the timber berths granted to T. A. Burrows and in the administration of the timber reserves. Dealing with the last first he pointed out that the policy of the government has been to give the lumber cheap to the settler not to make money out of the limits.

"What would have been the result if a higher price had been squeezed out for this limit. The result would be settlers would have to pay just as they had to pay for the lands given by the Conservative government to the C. P. R.

"Now as to the charge that Mr. Burrows got undue favoritism from a former minister of the interior. Is there any man in the audience that will say there is any evidence to show such is the case. If he can do so he can do more than any member of the opposition could do in parliament at Ottawa. But though unable to do so at Ottawa they go around the country spreading stories of scandal and of alleged favoritism by the government.

"Do they claim that Mr. Burrows had more limits than other men? Not so, for there are other lumbermen who have far more limits. Do they say that he got the limits cheaper than others? Not so, for he paid higher than all with the exception of two other tenderers. But they claim there were irregularities because certain i's are not dotted and t's crossed in cheques and other documents. The men concerned in these transactions, bankers and others, were all examined under oath and swore that there were no irregularities. And their methods were not for a moment questioned in parliament."

Amid laughter Mr. Oliver pointed out that the Conservatives two years before going out of power had refused $5 for thirty-two miles of timber berths and asked $10 instead, in order presumably, to pay for the advertising. Mr. Burrows, on the other hand has paid at an average of $80 per square mile. There had also been the question of short advertising for tenders but this custom was taken up by the Liberal government as they found it when the Conservatives were in power.

The Conservatives asked that they be put into power that all may get a fair deal. A lurid light upon such a request was shown by a letter written to a Saskatchewan Conservative member asking for a friend who was a Conservative that he might get a berth in preference to a Liberal. And he got it. Under Conservative administration no man expected a square deal in timber tenders. It was a case of political pull or no timber. To illustrate this point a number of letters were read showing that no berths were granted unless the pull was present on behalf of the tenderer. To disclose this evidence of graft and corruption by the former Conservative government did not require a commission, but in three years' enquiry in parliament the Conservatives were unable to unearth such evidence as he had presented.

There had been numerous assertions by the Conservatives that Liberals had got timber berths by some inside tip which enabled them to overbid their competitors. One of these examples of alleged inside information was the Moose Lake limit, where Mr. Burrows got the limit with a tender of $380 more over the next tenderer, Mr. Currie. The speaker quoted a number of instances where Mr. Burrows had been beaten out by smaller margins than the one mentioned above and where well known Liberals had been slightly overbid, by those who were known to be not supporters of the government. In the same way Liberals to secure limits had in some cases largely outbid men known to be supporters of the opposite party, which certainly would not have been the case had they been able to secure an inside tip. A perusal of the list of all the tenderers in the last two years would convince anyone that there had not been the least evidence of favoritism. This record of clean administration called for the support of the electorate in the coming election. And when it came to a choice of the electors he had no fear of their decision between a policy of progress and honest administration and a policy of slander, of stale slander that had been proven to be false. Mr. Oliver closed with a strong plea for the election of Mr. White by a large majority in order that he might be able to do the greatest possible good for the benefit of the constituency.

Hearty cheers for the minister of the interior and for the candidate, Mr. White, brought the meeting to a close.

AUSTRALIA TO HAVE A MINIATURE NAVY

British Admiralty Approves Proposal to Establish Fleet of Eight Vessels Commonwealth Will Control Flotilla When in Australian Waters—Personal Triumph for Deakin.

Melbourne, Sept. 24—An admiralty despatch received here approves, in the absence of any direct contribution to the imperial navy of an Australian fleet of six torpedo boats, two submarines and two depot shops at a cost of 1,227,000 pounds and the annual maintenance of the crews, costing annually 160,000 pounds. The admiralty will co-operate in the construction and organization, recognizing that while the security from oversea attack of the empire is best obtained by the operation of an imperial navy distributed as strategically as possible, the needs of the moment dictate the establishment of an Australian flotilla acting in conjunction with imperial forces which would under certain contingencies, greatly assist the latter.

Premier Deakin proposes that the flotilla shall be under Australian control when in territorial waters but subject to senior imperial officers in other parts of the empire, the removal of the vessels from Australia depending on the approval of the Commonwealth government. The admiralty freely conceded the political importance of an Australian navy and the result of the negotiations is thought here to be a personal triumph for Premier Deakin.

WILL HE PUBLISH FUND?

Bryan Replies to Roosevelt—Takes Up Campaign Contributions.

Rock Island, Ills., Sept. 29.—Wm. J. Bryan, Democratic Presidential candidate, in another letter to President Roosevelt tonight, replies to his charges and accuses the President of attempting to connect him with the trusts through Governor Haskell. The Nebraskan declares the President has tried to evade the issues and has not made a full reply to his own charges. He speaks of campaign contributions and asks the President if he is willing to have the Republican fund of 1904 published.

SIR WILFRID IS A FREE TRADER

Premier Speaks to Germans in Waterloo County Where King is a Candidate.

Berlin, Sept. 24—Sir Wilfrid Laurier addressed himself this afternoon to the Germans of Waterloo county, being greeted by some ten thousand of them. Incidentally he acted as godfather at William L. Mackenzie King's political baptism, for the former deputy minister of labor made his debut today as a Liberal candidate in his native county. Sir Wilfrid told his hearers he intended taking the first opportunity to submit to his colleagues that the time has come when Canada should have a department of labor under a separate minister. Who that minister is to be he allowed his audience to infer.

Reviewing the prosperity of the country under Liberal rule, Sir Wilfrid declared Mr. Fielding's carefully framed tariff had given the consumer a substantial measure of relief without making the country's industries suffer.

"I am a free trader," he declared, "but I know we cannot adopt a policy of the trade in this country immediately without disastrously affecting existing industries."

BUT ONE OPINION OF EDMONTON'S FUTURE

National Editorial Association Representatives Who Visited the West Are Telling Their Readers of the Wonders of Alberta; Its Possibilities; Its Resources and Its Futures.

Big New Industry Getting Into working Order and Giving Evidence of the system Which Will Mark Its Operations—Shipments Have Already Been Made to Calgary and the Coast.

Throughout the length and breadth of the United States are being spread reports of the vast fertile areas in Western Canada now being settled by people from all parts of the world. Since their return from their trip through the west the various members of the National Editorial party have been indefatigable in their efforts to make the readers of their papers better acquainted with the conditions existing in this country. Below are reproduced some of the nice things these newspaper men have been saying about our country:—

The Monticello Express, Monticello, Iowa: "Through Vegreville, a smart village, we passed 75 miles further west to Edmonton, a thousand miles west of Winnipeg. This is the capital of Alberta and the great northern city of Canada. It is picturesquely situated on the Saskatchewan river, with a population of 20,000 people, double the number of five years ago. There are said to be 6,000 people living in tents in Edmonton who cannot secure houses. I am not in a position to verify the figures, but I do know that these tents were scattered all over town and in the outskirts. New houses are going up everywhere, but not in sufficient numbers to accommodate those waiting for them. Many people will have to spend the winter in these frail abodes.

Coming Distributing Centre.

"Edmonton possesses both timber and coal. It stands at the entrance to the great Peace River country, which is now being surveyed ready for settlers. It has an unbroken territory a thousand miles to teh north, and as far away as that good wheat has been produced. There are flour mills 400 miles to the northward and that far from a railway. When this country is opened up the navigable waters of Great Slave Lake, Lesser Slave Lake and Peace River will become the highway of thousands of settlers, who will use Edmonton as a starting point and equipping station. The city is destined to become the biggest and most important city west of Winnipeg. It has an energetic class of business men who are likely to take full advantage of their opportunities. A capital building is being erected at a cost of $1,250,000.

"Alberta, the province of which Edmonton is the capital, has some advantages over Saskatchewan. It is further from the European market, to be sure, but it is nearer the Orient. It is as cold in the north as Saskatchewan, but its southern limits are tempered by the Chinook winds, which blow across the mountains from the Pacific. It is the belief of many that Southern Alberta has some exceptionally good advantages and prospects. It has localities where winter's wheat yields over 40 bushels per acre, without the thorought irrigation. Alfalfa, grasses and fodder thrive where water is used. The government is encouraging diversified farming and has recently established more than 20 successful creameries. There is plenty of room yet, with a thousand acres of land to every resident of the province."

What Edmonton Has.

The Hastings Gazette, Hastings, Minn.: "The City of Edmonton, the capital of the province, is situated on the Saskatchewan river, has a population of nearly twenty thousand, three great railway systems, the parliament buildings and government house, one of Swift & Co.'s large packing houses, fourteen banks, an abundance of lignite coal and timber, and public and private buildings that would be creditable to a town ten times its size. The city owns the electric, telephone and water systems and is constructing a street railway system. Its geographical position is bound to make Edmonton in the near future what Winnipeg is today, the gateway of a traffic that is practically growing by leaps and bounds. A complimentary lunch was given at the Alberta Hotel, carriage drives in the afternoon and a reception in the Separate School in the evening."

The Secret of Success.

The Elgin Daily Courier, Elgin, Ill.: "There is no secret as to the reason for the rapid development of cities in Western Canada. First are the natural resources — next live men. Young, ambitious, hustling men predominate. Even the elders have caught the contagion of their enthusiasm. Everybody is a "booster." A pessimist is an undesirable citizen and either reforms or moves away. All co-operate to build up the communities. Nobody doubts the future. The Edmonton Board of Trade, among others, is doing this kind of work. It advertises the fact that land there has increased in value five fold in ten years and city lots much more. The $1,250,000 parliament buildings, $250,000 post office and $200,000 court house, all in course of construction by the provincial and federal governments, are described as indicating faith in the future of the city. The abundant deposits of coal, which make the price $2 to $3.75 per ton, are dedicated not for a moment. Nothing which can in any way prepossess the investigator is overlooked. The twin, Strathcona, has a separate board. But there is one Canadian institution which has resisted innovation and seems immutable. If anyone thinks that the Hudson's Bay Company is a thing of the past he is mistaken. The heirs and assigns of the old gentlemen adventurers are drawing undiminished dividends. The factors who barter with the Indians for skins have pushed further north toward the Arctic Circle. Great general stores are maintained in the larger towns of the western provinces. Their conservatism is said to be in striking contrast with the modern methods of other merchants. If you don't find what you want, or don't like the prices, go somewhere else. Even the sale of the company's land to the government has been an advantage. Two sections in each township were reserved, and the advent of settlers has advanced the value of these to what the whole would have brought before."

THE GRIFFIN PACKING PLANT WELL UNDER WAY

The J. Y. Griffin packing plant is rapidly getting under way. Since the informal opening on September 14 the killing room has been a scene of activity almost every day. Last Saturday 59 cattle were slaughtered and 50 hogs gave their last squeal on Monday. The freezing apparatus, which

You may see well but if the eyes pain and ache something is wrong which will ultimately reduce that visionary keenness. Protect this priceless faculty by consulting Dr. Harvey, the Eye Specialist, Oct. 5th and 16th.

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WETASKIWIN HAS FINE WE

For Member For Strathcona Constituency and Minister of Interior.

Wetaskiwin, Sept. 29— support of the candidatu Intyre was held in the at Wetaskiwin last nigh pal speaker being the Oliver. The attendance couraging angury of th the doctor's candidature.

A. S. Rosenroll, M.P and was supported on by Chas. H. Olm, pres local Liberal associati Smith, Even O. Olstad, Ivy, Francois Adam, J. and J. F. McNamara.

Dr. McIntyre preceded and in advancing his c election, recited importa in which he had been the farmers. The docto on April 5, 1906, and sat of Commons three sessio matter of concern to the which he took a hand, ing of fall wheat. There ate grade for the fall whe Canada, but there was n grading for the fall whe Canada.

Alberta Red Wh

"Farmers complain," s Intyre, "that they have legislation and are hey I may point out in this that three farmers of summoned to appear bef cultural committee at Ot evidence on the subject evidence was fully taken eration in the finding, wh mittee gave. The comm that the intrinsic value o fall wheat was as great as noted Manitoba spring that it was bought on sa eastern miller or mixed fall wheat for shipment t market. This being esta grading was no difficult then arose the question tinctive name should be g fall wheat. I knew the va itoba of having given its western spring wheat, a to get Alberta attached wheat, and in this I succ not without opposition. thought western fall whea called Western Canada W because its cultivation w fined to Alberta. I repl argument that there wa Manitoba No. 1 grown in wan as in Manitoba and Manitoba spring wheat ha tive reputation throughou ized world; and, through tion, which I was instrum ting passed, our winter which we are so proud, is ing known all over the w berta red winter wheat. (C

Men and Railway

"We believe," proceeded tyre, "that the success of try depends on transportat migration. We need men fertile soil and railways to produce to market. Yet vatives would restrict imm every way and put the sett here under the heel of one tion company.

"I stand for a progressiv tion policy.

"There is another side t tion. Our opponents, to credit, frequently criticise character of the foreign p come into this country, a so, they show a mean and p I contend that when a ma best energies to the upbuil great country and has take of allegiance, he is—no m his accent may be—a Can it ill becomes any other C call him a foreigner. (He

"The Conservatives have eration for the homesteade they have proposed resolut it crystallized into law, a ed they should be, would deprive the struggling hom his homestead. The Conser they stand for automatic ca and that means this: Tha steader who has been laid typhoid fever for six or eig and unable to reside on stead, would have it taken him without any redress, fortunes would not soften of our opponents. They to his misfortunes by dep of all chance of making go for goodness sake," give chance." (Cheers.)

"If I have any quarrel wi party, it is on the tariff ques in favor of a low tariff, p on the necessaries of life. to the low tariff league of p which is a certain caucus c who zealously watch ever tion who wait upon the g tor an increase in the custo Our opponents have badly duty of $2 per thousand f on imported lumber, but w sisted any such proposal, be would mean $2 more per feet on the requirements o settlers. (Hear, hear.) woollen manufacturers, sup the Conservative party, de increased tax on imported But we have resisted it; bec a very necessary article, we western farmer. We entere gotiations with the ministe ance and customs; and wen tariff with them, so that we gest reductions. We obtai ductions over the schedule ally printed. The minister terior stands for a low tarif has assisted us in our advo ductions.

Rural Mail Question

"My attitude on rural mai has, I believe, been the subj ticism. I stated in the Hous mons that I do not believe w ready for rural mail delive United States, in 1897, ins partial system of rural mai and last year they paid for r