WHY GOVERNMENT WILL WIN ELECTIONS

Canadians Will Not Change Leaders While the G.T.P. is Only Half Built and Still in a Position to Be Put Out of Business by Its Enemies—Failure of the Scandal Campaign.

(E. W. Thomson in Boston Transcript)

Canadians have been a remarkably steadfast people politically since 186-. They maintain their Federal ministries for long terms usually. That has happened because their ministries engage in great public enterprises such as canals, or huge railways designed to open up new territory. It was Sir John A. Macdonald who initiated the Canadian Pacific transcontinental road. It involved the electors in enormous obligations, and therefore required them, as rational men, to leave the political friends of the enterprise in control until it could be thoroughly "tried out" by operation. To have put its enemies in power might have been to hamper, mar, or even ruin the vast work on which Canadian hopes and credit were staked. Hence the electors kept John A. and his friends in power at Ottawa for eighteen years.

In course of time the Canadian Pacific Railway company, managed by able men, and steadfastly promoted and protected by the friendly Ottawa government, made a new Canada. It became full of business, progressive, of first-rate credit in the money markets of the world. But the company began to be too powerful politically. Its brilliant managers naturally wished to control Canadian transportation. They were strong, resolute and held firm opinion as to how the west might best be advanced. They naturally wished to give that region only such branch railways as would feed their main line. In general, they wanted everything their own way. The people got tired of the increasing supremacy of that great corporation. They put Laurier in, whose friends were not subservient to the Canadian Pacific railway influence.

Beginning the Transcontinental.

In 1902, as soon as he had got through the troubles incident to the South African war he initiated the Grand Trunk Pacific, transcontinental railway. It may be fairly described as a competitor of the Canadian Pacific Railway all along the line. It is secured so far as an amendable and repealable Act of Parliament can secure anything from union with the Canadian Pacific railway company. Its branches, terminal, ships, all will compete closely with John A.'s great road. Its route is in the main, some hundreds of miles north of the Canadian Pacific railway. It traverses a rich farming and mining region. It fairly promises to give Canada that commercial depth and breadth which the Dominion has ever lacked. It will make the united provinces a settled country from three to five hundred miles wide, from south to north instead of "a string of fish-poles tied together at the ends," as the Confederation was formerly described. It further seems likely to swell Winnipeg to huge dimensions, to enrich Calgary, Edmonton, Prince Rupert, Toronto, Ottawa, Montreal, Halifax, St. John and Canadian cities in general.

The Opposition Bogey.

On account of this vast and still far from completed project, the electors of Canada have undertaken great obligations. These are, of course, exaggerated by the Opposition, who were foolish enough to oppose the enterprise, just as their political rivals were foolish enough to oppose construction of the Canadian Pacific Railway. Still, the public obligations on Grand Trunk Pacific account are large. If everything works out well, then these obligations may be so minimized as to justify the original calculations of Laurier and Fielding, viz., that the Grand Trunk Pacific, though involving Canada for a long term of years as an endorser of the bonds of the company, will ultimately enable that concern to take up its bonds, pay all interest on them, relieve the endorser (Canada), and thus put the Dominion to an actual outlay, in the long run of not more than fifteen or twenty millions of dollars on Grand Trunk Pacific account. But if things don't work out well, then Canada must shoulder a huge expense, estimated at two hundred and fifty millions by the Opposition, who regard the scheme pessimistically. Obviously their credit as prophets would be much increased if things did turn out badly for the Grand Trunk Pacific. Then they could blame Laurier's party.

Keeping Laurier in Control.

Now, is it reasonable to suppose that the steadfast Canadian people will deliver their great national enterprise before it is more than half built, into political control of its enemies? It may be said Laurier's legislation has so secured the Grand Trunk Pacific company that the political friends of the Canadian Pacific railway, even if they got into power at Ottawa, could not damage the Grand Trunk Pacific. But can anybody seriously imagine that story likely to go down with the shrewd electors of Canada? They will inevitably reflect that an Ottawa government controlled by the Canadian Pacific company could embarrass the Grand Trunk Pacific company. Such a government could refuse or hamper such bits of amendatory legislation as every large and complicated concern needs from time to time. It could deny reasonable countenance to the company in such times of possible stress as all sound provision must expect. It could even enable some great combine of financiers to utilize any temporary set-back for the purpose of causing parliament to sanction the amalgamation of the Canadian Pacific and the Grand Trunk Pacific. This would place the Dominion under a monopoly vastly more formidable and impregnable than that from which Laurier and his party are engaged in trying to relieve the people. Doesn't it seem certain that Canadians will finish the Grand Trunk Pacific before they put the Canadian Pacific railway party into power?

His Patent Influence in London.

Is there any other good reason for expecting Canada to stand by Laurier? That depends on how the reasoner sizes up the Canadian sentiments in favor of Laurier's steady promotion of Canadian autonomy and sound imperialism. He has never flinched in the truly imperial work. He confronted and beat every great and threatening influence that strove to subordinate Canadian blood and money to the orders of politicians, generals and admirals not responsible to the Canadian electors. At the Imperial conference of last year he succeeded in winning the assent of the British premier, or all his colleagues, and even of such formerly centralized imperialists as Lord Milner and his school, to the Laurier idea that the conference is a quadrennial meeting between political equals. A "meeting between governments and governments," so the lamented Sir Henry Campbell-Bannerman called it. There Laurier effected what may well establish his name among the real statesmen of the British world. He more than any other man, is the father of the doctrine that "the independence of the dominions is the strength of the empire." The independence meant is one under the common crown, their political equality in an indivisible, inviolable union with Great Britain and with one another.

Conservator of the Empire.

At the Quebec festival of last month Sir Wilfrid declared, with emphatic general assent, that Canadians recognize no allegiance to any other political authority except the crown. That is what Sir John Macdonald plainly meant by defining Canada as "an auxiliary kingdom." He was of a period when Canada was not far enough advanced materially to allow him to promote his idea as it has been promoted by Laurier. Sir Wilfrid's persistence in this matter has not merely advanced his own country's freedom but that of similar freedom all over the British union. Thus he has been a conservator of the empire. It could not have long held together had the centralizationist school been given a chance to set up political machinery designed to subordinate the outlying free dominions newly to the central three kingdoms.

How did Sir Wilfrid bring this good imperialism to pass? In the first place by establishing the preference to British goods. It was economically wise as a method of lowering the general tariff of Canada and so controlling prices of all importations. But it was greatest as the initiation of a practical method of furthering that voluntary disposition of the British peoples which is their essential bond of empire. It allowed them haw to help up without any new embarassing and dangerous political machinery. Give one another, without haggling on quid pro quo, such trade preferences as they respectively feel like giving, having prime regard to their own interests. That is now seen to be the best system of cementing the empire. Sir Wilfrid saw it first. He started it twelve years ago.

Borden Impossible as Premier.

Well; is it reasonable to suppose that the Canadian people will throw out Laurier while he is still engaged in securing that fabric of freedom and empire? He has done more than any other man living or dead, to mould it aright. Will they risk sending to another imperial conference a gentleman who wants to abolish the Canadian trade preference? Mr. R. L. Borden thinks it should not be given without getting one from Great Britain in return. To send him to conference would be to root up what Canada, per Laurier, has been doing for twelve years. It would assist those centralizationist imperialists who do not, as Lord Milner has done, accept the ideas that ruled last year's conference. There is no exaggeration in asserting that a Canadian premier hostile to the system of voluntary preferences might at the next conference complicate affairs so as to be remembered among destroyers of the empire. Until Mr. R. L. Borden, the Opposition leader, shall have publicly repented of his hostility to the voluntary preference plan, he would appear to be impossible as a Canadian Premier.

Race and Creed Calm.

If the Laurier government did not seem safe by reason of the two specified great matters, one might mention the extraordinary degree of race and creed calm which now prevails in Canada. This conduces much to commercial benefit. It could hardly continue if Canadians in general like a certain element in Ontario and Manitoba were disposed to oust the great statesman simply because he is French-Canadian and Catholic.

Again, it would seem almost needless to mention the obvious vanishing of the short period of business depression here. Laurier's luck, or good management, held good in this too. He seems entitled to be regarded as "The pilot who weathered the storm."

The Scandal Cry.

The question now arises, can anything true be said against Laurier's government of such importance that the electors may be reasonably thought likely to disregard the foregoing considerations. This brings up the "scandals," real or alleged.

The alleged "scandals" may be brought under two heads: (1) those in which officials of the ministry are charged with having been negligent, extravagant or corrupt; (2) those in which the policy of the ministry is said to have caused public money, land, or timber to have accrued to private persons, often supporters of the ministry. It is noteworthy that there is not one alleged "scandal" in which any minister has been charged with malversation, or the use of his fiduciary position to make personal profit. This only is the sort of "scandal" that has hitherto injured or destroyed Canadian cabinets.

Charges of Corruption.

It is certainly true that some officials of the Marine and Fisheries department were negligent and extravagant, but none have yet been proved corrupt. The system of ordering and purchasing goods for ships, lighthouses, etc., was inherited from preceding governments. It was radically bad. When the present minister, Mr. Brodeur, found reason to suspect that evil was resulting from this system, he took measures to amend it. Before these were completed the cabinet empowered a commission of three men, two of them famous in Canada for their inquisitorial energy and rhadamanthine severity. They were empowered to investigate the civil service generally. They found a good deal of fault with the marine and fisheries and the militia departments. They intimated rather darkly that some unnamed officials in the former must be corrupt. The government suspended the men against whom insinuations were thus directed and appointed a severe judge to investigate the business. He has not yet reported.

They Were Not Afraid.

There was no sign of ministerial trepidation in any of these proceedings. Sir Wilfrid and his colleagues appeared just as the directors of some enormous business house might appear, did they order experts to look into the system of accounts and into the acts of administration in some department which gossip alleged to be ill-conducted. It was very possible to accuse Mr. Brodeur of having been negligent, since he had been more than a year in office without having routed out the wrong. To this his defence seems reasonable. It is (1) that he had got at investigation and reform as soon as he suspected any need for it, and (2) that if he did not continuously push the matter, that was because he was required to spend a long time in Europe at the Imperial conference and in negotiating the French commercial treaty.

An Opponent's Protest.

A very pleasant incident in connection with the opposition invectives against Mr. Brodeur may well be related here. It is creditable to Canadian public life. When Brodeur's character and honor were first assailed by innuendo, Mr. W. D. Lighthall, K.C., of Montreal, a distinguished lawyer, imperialist and political opponent of the minister, came out over his own signature, indignantly declaring that everybody in Montreal who knew Mr. Brodeur knew him to be a man whose character no man could assail in Montreal without coming under general contempt there as a liar and slanderer. Nobody took up the cudgels against Mr. Lighthall.

From time to time, as the "scandals" against officials developed, I looked into every one of them pretty closely. In a good many cases there was some reason to suspect, or even charge, petty fraud. But the sensible people of Canada know that such things are incidental to carrying on every large business. It seems absurd to suppose that that political fate of Sir Wilfrid Laurier can be affected by them.

Two Real Scandals.

As to the "scandals" arising from administrative policy or on direct ministerial responsibility—two of them appear to the present critic as of serious moment. One was the case of the Saskatchewan Valley Land and Colonization company, the other that of the North Atlantic Trading company. Both were ventilated by me in the Transcript two year ago. In both cases, I alleged, at the time, that the ministry appeared to have varied from their usual regulations or policy, with the effect that illegitimate profits had accrued to private persons. But in both cases, I then admitted that the government had been seeking the public benefit, and that their defence was at least plausible, and perhaps altogether sound. If knaves did profit in the circumstances, the intentions of the ministry in general had evidently been good. They, if deluded by tricksters were not morally guilty. It is again, not strictly conceivable that Sir Wilfrid Laurier's tenure of offices can be seriously endangered by those affairs.

Foster and Borden.

This is the less conceivable because of the revelations before a judicial insurance commission against the prominent oppositionist George E. Foster, who apparently directs the whole "scandal" campaign. It was declared that he, while acting in fiduciary capacity for the Order of Foresters, had taken commissions and other illegitimate profits at the Order's expense. The Montreal Star usually a supporter of the opposition, condemned him vehemently. Yet the man would expect to be a minister of finance were Laurier defeated! Now, it might be possible for Mr. Borden to dissociate himself from Mr. Foster, and so escape the penalty of fraternizing with such a man. Sir James Whitney, Premier of Ontario, neatly illustrated how to do the thing when in answer to the charge that if his party won the provincial election he would make a certain prominent man of his party named Gamey, a member of his cabinet. Whitney replied that Gamey should not enter the Whitney ministry and he did not. Mr. Borden might well imitate Whitney.

Borden's Remote Chance.

Mr. Borden is a pleasant, good, clever man, and may make an excellent premier after Laurier retires. It is evident that he learns much by just sitting opposite Sir Wilfrid in parliament. Thus he sees how a great statesman conducts things. Just so Laurier learned much from Sir John Macdonald. It appears that the canny Canadian people like leaders of the opposition to be thoroughly instructed in this way, before entrusting them with power. The situation appears to be that those cautious electors do not think Mr. Borden has yet gone long enough to that school. Saskatchewan is but one more indication that Laurier will be again premier and perceptor to Borden, who may do his instructor much honor—eventually.

APOLOGIZING FOR SLANDERS ON BRITISH WOOLLENS.

Winnipeg Free Press—It was announced in the cable news last week that the British Associated Chambers of Commerce were to make a united protest against the editorial assertion of Industrial Canada, the official monthly publication of the Canadian Manufacturers' association, that the products of the British woollen mills sold in Canada were infected with "filthy or incurable diseases," and that the Dominion government should "put a stop to the importation of such trash, even to the extent of prohibiting it, as they would a plague." A cable dispatch in yesterday's Free Press announced the receipt by the secretary of the Chamber of Commerce in Battley, one of the leading centres of the woollen industry in Yorkshire, of a message from Mr. G. M. Murray, of Toronto, conveying an expression of regret for what was said in Industrial Canada. The secretary of the Battley Chamber of Commerce spoke of the "graceful character" of Mr. Murray's cablegram, and said that "the British manufacturers would accept it as satisfactory, pending the receipt of a letter." It will be interesting to see what sort of a letter will be sent. The inditing of that letter will be a difficult task.

The cablegram which has been sent from Toronto is as follows: "Canadian Manufacturers' association sincerely regrets any injustice that may have been done to the British woollen manufacturers by the publication of an article recently in Industrial Canada, reflecting on the quality of Yorkshire woollens. G. M. Murray." And in an interview published in Toronto Mr. Murray says that "the article complained of was a contributed one, and did not emanate from the association." The article in question, headed "Death in the Clothing," was a leading editorial in Industrial Canada for August. It was published under the heading "Editorial." Industrial Canada bears on the first page of every issue, immediately above the editorials, the announcement that it is "issued monthly as the official publication of the Canadian Manufacturers' Association (Incorporated)," followed by the names of the committee of the association in charge of the publishing of it, all the general officers of the association being ex-officio members of that committee, and Mr. G. M. Murray being the general secretary. Six of the editorial articles in Industrial Canada for August are devoted to advocacy of the demand which the executive council of the Manufacturers' association made upon Sir Wilfrid Laurier in July that the woollen duties should be increased. "Death in the Clothing" is one of the six.

It is of moment to set before public attention again the statements made in that editorial utterance of the official organ of the Manufacturers' association which Mr. Murray gracefully says may have done injustice to British woollen manufacturers. Said the organ of the association in that article:—

"It is, perhaps, not generally known but it is none the less a fact, that the shoddy imported into Canada is made out of all manner of filthy material. Old rags and rubbish from the lowest and most disease-infected slums of the great European cities, including even the sweepings of Joe's cobwebs swept from musty walls and all manner of garbage, enter into the composition of the shoddy that comes into Canada, and it is put into suits for people who have to purchase cheap clothing. Suits that can be bought at retail for four or five dollars, and pants at less than a dollar, cannot, it stands to reason, be manufactured out of material of any real value. The fact is, foreign shoddy can justly be described as garbage made into a pulp and then rolled out to look like cloth that can be palmed off on the unfortunate to whom cheapness is a consideration."

It is, be it remembered, refers to the product of the British woollen mills. Continuing, Industrial Canada said:—

"It is little short of a crime to allow such stuff to come into Canada at all. It is no advantage to the workingman to purchase a suit for a few dollars that cannot and does not wear, shower of rain will almost literally melt away the suit off a man's back, and if he subjects it to the least strain it is bound to tear beyond mending. It is no kindness to allow such goods to be put in his way. Before the preferential tariff went into force, the quality of the cheaper lines of clothing sold in Canada was greatly superior to what it is today. Then the workingman paid a dollar or two more for his clothing, but he got value for his money and was not exposed to the danger of contracting some filthy or incurable disease."

The preferential tariff on British goods is here directly referred to. Under the operation of the Fielding tariff, with its British preference, it is British woollen goods that have come into Canada and kept prices down to a level lower than is desired by the Canadian woollen manufacturers who are clamoring for higher duties. It is the competition of British goods that ed against. The arguments set forth in the Toronto News are arguments set forth in all the editorial articles in Industrial Canada in support of that unjust demand, which Sir Wilfrid Laurier rebuffed in decided terms, are all as unfounded as those in the "Death in the Clothing" article. In others of those six articles occur references to "cheap foreign trash." Is Mr. Murray going to explain that the Manufacturers' association is not responsible for any of the editorial utterances of its official organ? Attempt as he may to explain away the unscrupulous falsehoods of the "Death in the Clothing" article, the incontestable fact remains that that article is typical of the spirit in which the campaign for high protection is carried on. The party of high protection in this country is loud in its professions of desire to strengthen imperial union by promoting imperial trade. But its purposes and its policy are diametrically opposed to those professions, as—leaving out of account the "Death in the Clothing" article altogether—the British woollen manufacturers and the consumers of this country have abundance of convincing reasons to know.

Conservative organs in the east continue to assail Sir Wilfrid Laurier and the Liberal government for turning a deaf ear to the demand for higher woollen duties. The Toronto News, pointing to the Conservative leader, Mr. R. L. Borden, as being in favor of higher woollen duties, laments that "the government persists in its refusal to consider the needs of an industry which employs much capital and many men, and is being ruined by the rivalry of imported shoddy fabrics." The News chooses to forget that four years ago the government granted the woollen manufacturers an increase of nearly seven per cent. in the duties on British woollens, which were thus placed in a different position from all other British goods. On all other British goods the customs duties are only two-thirds of the duties upon like goods of other than British origin. Since 1904 the Canadian woollen manufacturers have 30 per cent. protection against British woollens, instead of the 23 2-3 per cent. they had previously under the Fielding tariff. Against the woollens of the United States they have 35 per cent. and against German woollens they have 35 per cent. plus the surtax of a third of that duty, or 46 2-3 per cent. The 30 per cent. which they enjoy against British woollens, and which means more than 30 per cent. to the individual purchasers in this country, they are not satisfied with. They want more. They want British woollens barred out from Canada by a prohibitive duty, as if they were "a plague." The people of this country do not consider 30 per cent. a low duty on a necessary of life. They are decidedly opposed, to any increase of that tariff taxation, to enable the Canadian woollen manufacturers, secure from competition, to exact higher prices than they have to be content with at present. When Mr. Borden this month or next comes to Western Canada on his speaking tour, he will be expected to declare plainly where he stands in regard to the woollen duties.

THE HARLEQUIN.

Ottawa Free Press—Hon. Geo. E. Foster, on the stump, is the harlequinade of the political pantomime. The parti-colored pants of the harlequin in the pantomime of the theatre have their counterpart in the contrasts in the hon. gentleman's utterances. Here he denounces the government for extravagance and the national transcontinental railway; and there—away off in Prince Edward Island—he scatters his ideas of economy to the winds and says he will build a submarine tunnel from the mainland to the island, which, if it will cost one dollar, will cost one hundred million.

This last statement is no guess. It is based on fact. The tunnel under the Hudson river, which is 1,823 yards, cost $10,000,000. The Northumberland strait, between Prince Edward Island and the mainland, is, at its narrowest part, thirteen and a half miles; and in making the tunnel you could not, of course, commence on the edge of the sea. You would have to begin away back inland and grade down into the sea bottom. There would have to be an allowance of several miles on the island and also on the mainland; so that the tunnell would be not less than 16 miles; and at the rate per yard at which the Hudson river tunnel was constructed the total cost would be $160,000,000.

This would not be the first big submarine tunnel in the world, and Canada would have felt herself able to afford what Great Britain, with all her wealth, has not yet afforded—namely, a similar tunnel from the south of Scotland to the north of Ireland.

Of course everyone can sympathize with the position of Prince Edward Island and its desire to have reliable means of communication with the mainland which the hard weather of the winter will not interrupt. The tunnel may come in time, when tunnel construction has been cheapened and the resources of the Dominion government have not so many calls to satisfy. But the present is certainly not opportune. A country fitting to be pretty affluent to begin demonstrating to the world the feasibility of submarine tunnels. Besides, the island is but 2,184 square miles and the population to be served only 103,257.

Apart from the fiscal and engineering features of the project, the main point of interest is the dramatic pose of the honorable gentleman when he uttered these words, which brought him thunders of applause:—

"As the sailing vessel has been superseded by the steamer, so will the steamer be obliged to give place to the tunnel. I stand ready to implement the bond of union by the construction of the tunnel."

It was so beautifully Fosterian; and, no doubt, when he said "I stand ready, etc.," he struck his hands together in his emphatic way and quite believed what he said.

He also clapped his hands together and quite believed what he said when, in his blue ruin speech on the transcontinental in the House of Commons on July 17, he said:—

"And yet, notwithstanding all this appalling load of cash and other obligations (the load is about $160,000,000, the probable cost of the Prince Edward Island tunnel) that are to be met as much as the fates are to be met in their decrees of natural laws in their working out, no amount of 'Oh, we don't care,' will get rid of them; no waving of the hands puts them out from fronting you; no optimism based on insufficient grounds of consideration or knowledge of facts will ever remove them from your path. They are there, and there to be met, and this country must meet them. And yet, sir, in the face of these appalling facts, this government starts out in the year 1908 on an expenditure and an increasing of obligations unprecedented in the former history of the country."

It was awful to hear him in the House of Commons; but it must have been delightful to have heard him in his charming "Oh, we don't care" mood in Prince Edward Island. His "appalling" sense of the load of the nation's obligations did not then weigh so heavily upon him; he had stoughed off his conviction that the country would be on the rocks if the annual expenditure on public works was not cut down. He, in his optimism, could go even beyond the government's supporters and pledge himself to another $160,000,000 obligation—an obligation that would work out at $1,550 per head of the population to be served, including men, women and children.

This is said without prejudice to the tunnel project. The Liberal government will be quite as willing as any Conservative government to build one when such is feasible. Mr. Foster's pledge is used merely to illustrate how much importance must be attached to his late philippics on the government's alleged extravagance and the "appalling obligations" which confront the country. Mr. Foster evidently thinks that, weighed in the balance against a few Prince Edward Island votes, a few score more millions do not really much matter.

FROM AN INDEPENDENT.

Calgary News:—Hon. Frank Oliver is hurrying west to don his scrapping gloves for the coming fray. Mr. Oliver may not have so much of the air of the brownstone front as some of the other ministers, but it is to his glory and to that of the West that no serious criticism has been made of his administration of the Interior department, and there is not even a suggestion against his honor as a man.

Hon. Mr. Lemieux in Quebec.

Quebec, Sept. 19—Hon. Lemieux arrived this morning and will make permanent headquarters here and manage the campaign in this district.

ADMINISTRATION OF OUR TIMBER

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favor. This is the record, and it cannot be gainsaid. They did more than that. They granted to men of political influence, such as Mr. Tisdale, M.P. then and an M.P. still, and Thos. Burkett, large timber limits in "disputed territory," so that they could depend upon a strong, loyal and energetic following in the vote of the people in that disputed territory. These are the gentlemen who talk of the intelligent electors of this country and cry out about Liberal graft and Liberal methods.

The Government's Policy.

"Let us discuss the question as to the purpose of the government in administrating the timber resources of the country. You will observe that the argument made from the beginning has been that the timber has not been sold at a sufficiently nigh price. In other words, the Eastern man is informed that his taxes have been added to because the Western man has not paid as much as he should have been compelled to pay for timber that was cut for the use of settlers. Now just let us consider the timber resources of the country, and therefore out of the settler who this question for a moment. If the business of the government is to squeeze the last cent possible out of uses the timber—because it is the man who uses it who pays—then we must admit that the government had been slack in attending to its business. But has that been the case? I think not."

Mr. Oliver went on from this point to deal with the situation in his own department. Speaking of the tactics of the Opposition, he pointed out that the unfair statements and slanderous insinuations that had been made on the floor of the House, but which had been refuted there, had since been repeated from end to end of the country by Conservative speakers and the Conservative press. It had been said, he declared, that men did not receive a square deal in the distribution of public lands.

This Showed Square Deal.

It pleased him, the minister said, to refer to the fact that hundreds of men had stood all night at the doors of the land offices in the three provinces on the night preceding Sept. 1st, in the full realization that they would receive fair treatment at the counters of these offices and they would be dealt with in turn as they came. These men would not have travelled hundreds of miles, as many of them did, if they had believed that they would not receive square treatment. That was the answer that the Liberal party made to the accusations of unfair dealing.

Hon. Mr. Oliver concluded: "Chairman, I thank you very much for having borne with me for so long in discussing this question. It is not a pleasant one for me to have to discuss it in this way, but it has been necessary in this instance. I would like to have been able to have devoted more time to other questions, and to have reviewed these Conservative slanders more fully. We must meet the campaign as it is put before us. I do not think any Liberal to feel that the land department has anything whatever to conceal."

The applause lasted for five minutes at the conclusion of Mr. Oliver's address.

LIBERAL POLICY IS DEVELOPMENT

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men and I can't tell you how many more come to the government demanding increases of the tariff for their benefit and in several cases they have behind them the policy of the leader of the Conservative party, the policy of adequate protection.

"This question of taxation is an intricate and important question, and our government is being attacked because it has raised more taxes from the people than the Conservatives did. On that account they say we have been untrue to our pledges because we promised not to raise more. No such promise was ever made. It would be absurd. What the Liberal party promised was that the tariff should be adjusted and reduced so that it should be a revenue rather than a protective tariff. (Hear, hear.) That is to say, that the money which, under the Conservative protective tariff went into the pocket of the protected manufacturers, under the Liberal tariff should go into the public treasury. (Applause.) And that is how it happens that with a lower rate of taxation we get a larger amount of (Hear, hear.) In one case there was extravagance and in the other case there has been due economy. You may be interested to know that if the Liberal government had maintained the same rate of taxation that was in force in 1896 and if the same volume of trade had occurred, they would have taken during the past 12 months just $10,000,000 more from the pockets of the people of Canada. (Applause.) Not only would that amount have been taken but it would have been taken unequally from the poor man rather than from the rich man. It would have been taken from the many for the benefit of the few. No country can succeed under such principles.

The Country Developed.

"I have said that you are asked to turn the government out because it has spent enormous sums of money. That is true, but these sums have been spent in productive enterprises. It would have been possible for the government with the large revenues which have accrued to have used that money to pay off the national debt and it may be said that that would have been the best way in which to make use of it, but I submit that in a country such as Canada, with stupendous areas and still more stupendous resources, and with a small population, the first duty that rests upon the government is to secure its development and get in the first place the needs of transportation." (Applause.)

Proceeding, the speaker said that after the Coonservatives had united the provinces they sat down and thought their duty was done and left the country to stagnate. It had been urged that the bounties of Providence were largely responsible for the good results attained under Liberal rule, but the rain fell and the sun shone previous to 1896, and the fact that no progress was made before that time and the progress since made was evidence of a sound policy since and an unsound policy previous. (Applause.)

"The policy of the Liberal party is development and the policy of the other is slander. A political party that goes before the electorate asking for support on no other grounds than the slander of their opponents is not entitled to the consideration of the intelligent elector." (Loud applause.)

MANUFACTURERS HAVE THE REMEDY

(Continued from Page One.)

Mr. F. D. Monk, M.P., in his address, strongly emphasized the necessity for protection to Canadian industries and said he would give his support in Parliament to the proposal made for the appointment of a commission to study the woolen industry. Mr. Monk advocated the prohibition of exportation of Canadian pulpwood

TWO BRIDGES TO BE READY BY NOVEMBER

Battle River and Clover Bar Structures on G. T. P. Will be Far Enough Advanced to Permit of Steel Laying Westward Toward Edmonton, Says Chief Bridwge Engineer.

J. G. Legrand, of Montreal, chief bridge engineer of the Grand Trunk Pacific railway, is in the city today registered at the Hotel Cecil. He is on a tour of inspection of some of the bridges now under construction along the route of the G. T. P. in western Canada. This afternoon he will inspect the bridge across the North Saskatchewan river at Clover Bar and will go east tomorrow to the Battle River bridge.

In conversation with a Bulletin representative today Mr. Legrand stated that the work of bridge construction on the G. T. P. was progressing very satisfactorily. Although he had not visited the bridges in the west recently he had received reports that the work was being carried forward rapidly.

"Has the crack in one of the piers in the Battle River bridge delayed the construction of the railway?" Mr. Legrand was asked.

"It was not a crack," was the reply. "The ground underneath one of the piers was washed away, presumably by a spring allowing the pier to settle. We at once put up a temporary arrangement so that none of the weight of the bridge would rest on this pier and proceeded with the work. We will leave it for a time to see if it settles any more and will repair it later."

"How soon do you expect the bridge will be finished?"

"I think the Battle River bridge will be far enough advanced by November 1st to allow steel to be taken across. The bridge will not be finally completed then, of course, but will be in a condition to allow steel laying to be proceeded with westward. The Clover Bar bridge will probably be completed about the sam time."

"Work has also started on the G.T.P. bridge across the Pembina river. Material and supplies are being taken out there now and the foundation for this bridge will be finished by February. If steel is laid west from Edmonton to the Pembina this winter as I believe it will be, the steel work of the bridge will be taken out there at once and the bridge completed by the end of the winter. This will greatly facilitate construction operations further west."

Mr. Lagrand stated that the contracts for construction of bridges across Wolf Creek and the McLeod river had not yet been let. He intimated, however, that these contracts might be let shortly and work started on them this winter. After inspecting the Battle River and Clover Bar bridges Mr. Lagrand will return east to Montreal.

Russian Troops Infested.

St. Petersburg, Sept. 18—The military authorities yesterday made known for the first time the condition among the troops. Cholera is spreading so rapidly that the second large hospital is to be opened immediately. Since the beginning of the epidemic there has been a total of 1,061 cases.

SC

The members of the Se
cultural commission now
of inspection of Canada wi
Edmonton on Monday fro
The party has been throu
vinces of the east, Nova S
Brunswick, Prince Edwa
Quebec and Ontario, and t
peg went through to the Pa
The commission while in
the guests of the Dominio
monton they will be ente
the board of trade. From
they will proceed east over
R. to Winnipeg.

Members of Commiss

The members of the c
which consists of twenty-tw
farmers and others interes
riculture, are:—

J. M. Hodge.

Member of the Perthshi
Council; chairman of th
Licensing District; Fell
Royal Economic Society;
the Departmental Com
pointed by the Board of A
to enquire into and rep
Fruit Industry of Gre
(1903); member of the Se
ricultural Commission to
(1904), and to Ireland (190
in conjunction with D
Martin of the Reports, "F
Denmark," and "The Revi
riculture in Ireland."

Mr. Hodge is a lawyer, l
and farmer in Blairgowrie,
taken an active part in the
ment of fruit culture in Sco
has laid hundreds of acres u
He manages several farms
shire; was founder and first
of the Blairgowrie and Ratt
growers' association; is direc
Blair Estates Co., Ltd., Bl
and managing director of th
foot Estate Co., Ltd., Auchte

Mr. Hodge has specially stu
reported upon the condition
cessful agriculture on small
He gave evidence before the
mental committee on small
(1906) and before the depa
committee on railway rating

William Bruce, B.Sc.

Fellow of the Highland and
tural Society; Director of
tish Chamber of Agricultur

Mr. Bruce is senior lecture
culture of the Edinburgh and
Scotland College of Agricult

After some years spent in g
knowledge of practical farming
tered Edinburgh university, w
studied for six years and
among other coveted honors,
ens scholarship (in agricult
chemistry), the Vans Dunlop
ship, $1,500 (in agriculture, ch
botany and veterinary science

The Edinburgh and East of S
College of Agriculture was est
by twelve county councils, th
burgh town council and the
education department to co
agricultural education and
in a central institution, along
extensive scheme of experime
itinerant instruction throughou
contributing counties—these
ing a district which stretche
Forfarshire and Perthshire
north through the Lothians
borders. Mr. Bruce, in the co
this work, is in close touch w
farming of the most intensively
vated part of Scotland.

In his official capacity Mr. B
the author of a variety of b
on experimental work.

He was a member of the S
agricultural commission to D
(1904) and to Ireland (1906).

G. L. Aitken.

Solicitor and Bank Agent, Kir
Fifeshire.

Mr. Aitken farms over 900
arable land in Fifeshire. He
member of the Scottish agric
commission to Denmark in 190
to Ireland in 1906.

J. M'Hutcher Dobbie, J.P

Justice of the Peace for Mid-Lo
Director of the Highland and
cultural Society; of the
Chamber of Agriculture; of th
of Scotland Agricultural C
of the Royal Dick Veterinar
lege, Edinburgh; and of the
Linton Agricultural Society.

Mr. M'Hutchen Dobbie is
farmer of Campend and Todhi
Mid-Lothian, 350 acres.

He also farms his own prope
Deanfoot, 230 acres, in Peebless

He is vice-president of the Da
Agricultural society, of which h
secretary for fifteen years.

Mr. M'Hutchen Dobbie takes a
ing part in the administratio
county affairs. He is chairman
Lasswade District of the Mid-Lo
county council, and chairman o
executive committee of the same
He is also chairman of the Mid
lian and Peeblesshire Lunatic as

Mr. M'Hutchen Dobbie is one
county correspondents to the bo
agriculture and fisheries.

He was a member of the Se
agricultural commission to Ir
(1906).

Ian A. Forsyth.

Mr. Forsyth is tenant farmer of
linfraid, Delny, Ross-shire, a
ing of 375 acres, arable. All
ary farm crops are grown, incl
wheat and potatoes. There
flock of ewes.

Mr. Forsyth is secretary of the
Ross Farmers' club; also of the
and Wester Ross Joint-Show.

He is a member of the count
the Ross-shire Clydesdale associa

Mr. Forsyth is an officer in
battalion Seaforth Highlanders.

Sir John R. G. Sinclair, Bart., D
Companion of the Distinguished
vice Order; Justice of the Peac
Caithness-shire; Deputy Lieute
for Caithness-shire; Vice-Lieute
for Caithness-shire.

Sir John Sinclair owns 6,000
in Caithness-shire, and has dir
farmed holdings of various sizes
able, on his estate.

He served in the South African
1899-1902, and was mentioned in
Roberts' dispatches for "special
meritorious service," and later in
Kitchener's dispatches for "valu
services."