## COLONEL MAY LOSE HIS DEPOSIT

TION IS MERELY ONE OF MAJORITY

Meeting on Monday Night-Ralph Smith a Sure Winner in Nanaimo District.

(From Saturday's Daily.)

than two weeks intervene be low and election day, and the pohets are getting into har ask is delightfully easy this time, arly where Victoria is concerned . Riley's return is a foregone con A canvass of the electorate that the question is merely one of There are some who predict Prior will have the narrowest on losing his deposit that mar ad. The Tories themselves evifear this for they are moving over and like a band of scared rabthe sentiment of the electors, ho that on November 3rd it will be of sunset for Col. Prior.

Smith's Election Sure.

supporters of the Conservative ealizing the desperate condition Colonel, are trying to console es with the hope that "Anyhow will beat Smith.' greater fallacy. Ralph Smith is tuency than ever roll up a majority that will e Wolley-Hawth idder. In the district divisions ninion can pretty accurately be the character of meetings, Smith has had these very s own way. Take the gatherings imalt and Boleskine roal last There could possibly be no more ng tribute to a man's worth than siastic crowds which packed rs of the Lampson street hall and road school house. Smith will hold a meeting this

at Gordon Head. He will himess the meeting, and will be asnday evening there will be aneting held in Mr. Smith's inter-Royal Oak. Among those

st him on the platform will be Tanmer, M.P.P. orts from Port Renfrew hat of the 38 votes registered lost every one will be cast for Smith, and also that other points West Coast will give him similar

Sloan Will be Member.

Liberal candidate for Comox-At-. Sloan, is making a record cam-None but a man of the indomitvergy and optimism of Mr. Sloan over the ground of his vast conncy such as he has done. Passenlay say that his has been a procestriumphs. His receptions have ense, and woe to the unfortundidate who takes the field against The candidature of Dr. O'Brin is a formal attempt by the Conserto ward off the humiliation of the seat without striking a blow atry into the field is not taken seriit certainly won't lose Mr. Sloan

ng to the extensive area to be cove Liberal candidate for Comoxis not having the easiest time in He went up on the Amur a of trips ago and hurried into At There he addressed several packed enthusiastic meetings. He then red to Skagway, where he caught the to sail. Near Layyer's Island off Port Simpson there was a steam-iting for him, and he debarked from P.R. liner and proceeded to Simp-There and at Essington he held a of splendid meetings, the best cal gatherings in the history of two places. He then picked up ur and was conveyed to Namu Namu Mr. Sloan's intentions were oceed to Bella Coola and Rivers Inn the launch Swan. He is in pleased with the receptions ac d him in every part of his constitu-and is especially gratified that he een able to cover the Comox-Atlin ct in four days less than the time ected his journey to consume. In instances the indefatigable candiwas compelled to make dangerous eys in a small boat, encountering st boisterous weather. The elecongly admire a man who thus s his interest in their welfare by no stone unturned in his effort to before everyone the true issues of

e Skagway Alaskan of October 16th the following reference to Mr. n's candidature:

Miam Sloan, nominee of the Libfor parliament from the Comoxdistrict, met with more encourage than he expected in his canvass of Atlin district. Mr. Sloan arrived Atlin last night, and he is in high ts at the outlook there. Others who from that district say that there be no party lines at the election but that they will make it unani-The idea of having a miner to nt a mining community seemed to the people as the proper thing. fr. Sloan had two good meetings. very and Monday night those of The latter meeting wound up in chlight procession. At both meetifelong Conservatives pledged sup-

to the candidate. Ir. Sloan left on the Princess May the South. He will stop at Port pson and other coast towns before hing his home."

EUMATISM WILL SUCCUMB to h American Rheumatic Cure because es right to the seat of the trouble and res the cause. Many so-called cures eaden pain temporarily only, to have arn again with doubled violence. Not ith this great remedy. It eradicates the system the last vestige of the e and its cures are permanent.-74.

## ASSURANCE FROM CHARLES M. HAYS

of the cost of the line whatever it may The Conservatives who are criticising er in the House stated it would t \$56,000 a mile to build through the atains, but allowing that it does cost 56,000 a mile, the total amount guar-nteed by the Dominion government on construction of that and the prairie n and the interest, and the conction of the line from Moneton to nipeg amounts to only \$13,,883,000. last year's surplus was \$14,345,000. if the government should set aside out this sum the sum of \$13,883,000 lt

railway from ocean to ocean. When you compare that with a subidy of \$68,000 or \$69,000 a mile that given to the Canadian Pacific for ding the 1,906 miles that they built, think you will arrive at the conclusion that the bargain which has been made the construction of the Grand Trunk

Is Infinitely Superior to the bargain made by the Conservatives when they secured the construc-tion of the Canadian Pacific. (Loud ap-

"As I said before, we in the province of British Columbia are very much interested in the construction of that line white man to live in, and they had good through this province, and we must take into consideration the fact that the standard grade of the road the Grand Trunk Pacific is to be built is to be equal to travelled over that road know that that road is 50 or 60 per cent. better than any road we have on the Pacific coast.

Territories, it was almost a case of star-Canadian Pacific when built was a road Union Pacific at the time this offer was made in 1881, more than 20 years after couver. As you all know, when Vanhe second offer was to be equal to the the Union Pacific was built, but the petween Toronto and Montreal.

"Going back to the Canadian Pacific again you will excuse me-I say if the ent had seen that the Canadian Pacific had carried out the letter of their contract as regards the grade and standard of the road they were to build, we would be in a very different posi-tion to-day in British Columbia. The Union Pacific I say had grades of someuing over 100 feet rise to the mile. The Canadian Pacific railway have grades of veen four and five hundred feet to

"The Dominion government if they had heen looking after the interest of the peoole of Canada would never have allowed Canadian Pacific to operate the Kicking Horse grade and the Rogers pass grade, because they were not anyning near the standard of the Union Pacific-the standard they were to build up

But coming back to the Grand Trunk Pacific. They agree to build a road equal o the road between Toronto and Montreal, a road where the standard grade is ess than 25 feet per mile. If we get a

province of British Columbia it will

Mean More to This Province than any of us can realize at the present the trade that is done not only in our to aid the Grand Trunk Pacific and the province, but the trade that will pass Laurier government to secure the conthink I might say it will be only a few | (Loud applause.) years from now, and I hope that there along the Grand Trunk Pacific line—wheat brought in from the Northwest Territories. It is only a matter of grade, and when we take into consideration the question of this grade I feel that I can safely say that it will be but a few years when the grain will be brought out over the Grand Trunk Pacific line. We all know this, that our neighbors to the south of us in Oregon and Washington and California have been working up now for government ownership. Now, for some time an enormous trade between government ownership has a very nice the Orient in flour. The trade has been sound. It is not a new thing. We have the Orient in flour. The trade has been going ahead by leaps and bounds. It is not a new thing. We have had a trial of it already in the Dominhas been increasing rapidly every year. Everyone who has ever given any thought to the matter must have arrived at this conclusion that before 15 years in other countries. We have on record the opinions of the leaders of the Contact of the opinions of the leaders of the Contact of the opinions of the leaders of the Contact of the opinions of the leaders of the Contact of the opinions of the leaders of the Contact of the opinions of the leaders of the Contact of the opinions of the leaders of the Contact of the opinions of the leaders of the Contact of the opinions of the leaders of the Contact of the opinions of the leaders of the Contact of the opinions of the leaders of the Contact of the opinions of the leaders of the Contact of the opinions of the leaders of the Contact of the opinions of the leaders of the Contact of the opinions of the leaders of the Contact of the opinions of the leaders of the Contact of the opinions of the leaders of the Contact of the opinions of the leaders of the Contact of the opinions of the leaders of the Contact of the Contact of the opinions of the leaders of the Contact of the leaders of the Contact of the Contact of the leaders of the Contact of t at this conclusion that before to see that they will not have one bushel of wheat to export. It will take servative party, of Sir John A. Macbushel of wheat to export, It will take doubld, Sir Charles Tupper, and all the doubld, Sir Charles Tupper, and all the all they have to supply their home con-sumption, as the United States is increasing very rapidly. I say it will not take any more than 20 years before the United ship in Canada in connection with the States will consume every bushel of wheat they will raise. They will have ment ownership and construction under wheat they will raise. They will have their business worked up with the Orient, the government in the early days of the and now where is that business going to go then? It must go into the Northwest Territories and Canada, and that an the Grand Trunk railway between Toronto and Montreal,

The Wheat Business e on that road will be the largest done on any road at the present time. ery water power we have in British Columbia tributary to that road will be d in grinding wheat taken from the Northwest Territories and the Peace River district in British Columbia. If Canadian Pacific had only grades half as great, as the Grand Trunk have all know that the wagon roads in the proon their line between Toronto and Montwe would have an enormous quanof wheat coming to the coast at the at time, but it is simply impossible a road with the grades and curvaires they have there to do a grain bust ss with the Pacific coast, for the simple on that 100 cars a day is the capa-of the Kicking Horse grade, and if there were any more there would be a one dollar is paid out. I know in block, and if the Grand Trunk Pacific British Columbia there has been enough.

ever stanted to hand grain to the Pacific it would simply paralyze the Canadian Pacific between here and the Rocky

"If the Grand Trunk Pacific is constructed through to this province, as it will be-it is a certainty, and it will be onstructed within the will find that the Canadian Pacific in order to protect itself will have to improve its line. No doubt you have noticed in the papers the other day they are now proposing to tunnel the Selkirk range, which would mean a tunnel of over three miles in length. Now, if it had not been that a line was to be run through this province and the contract was let, it would be sometime before the Canadian Pacific would undertake a project as big as that. If they tunnel the Selkirk range they will have to build the line as it originally should have been | gain that was made between the govern- them. Mr. Mackenzie says he is a pracbuilt on the opposite side of the Kicking Horse river, and make their grades conform to the grades they agreed to build. That will help us out here in the northern part of the province of British Col-umbna. There is no doubt our populauld provide for the full payment of seven years' interest, which is all tion will increase in the south, and it will obligation that the government has increase very rapidly in the north. I' bear with respect to that whole line venture to say this, that within two servant of a company, but I venture to years after the Grand Trunk Pacific is say this, if the Canadian Pacific had built through to the province of British Columbia that we will

Have a Greater Population

in the northern part of this province than we have in the whole of this province at the present time. There is no that at the time the Canadian Pacific Company put their line through to the Pacific there was little known in the Dominion of Canada about the lying between Callendar and the Pacific Ocean. In fact a great many people were of the opinion that the Northwest reasons for coming to that conclusion, because you will recollect at the time the first settlers went into Manitoba and the Northwest for some years they were Grand Trunk railway between To- flooded out and their crops eaten up by You that have grasshoppers, and frozen and for six The standard I might also say of the vation. Those who had money enough left the province, and those who did not equal to the Union Pacific railway when have money remained there, and finally was first built, and going back to that took advantage of the good times when matter I might say the standard of the the railway was built through there, so oad to be built by the company making until that railway was built there was nothing known to the credit of the councouver was started, it was a city startstandard of the Grand Trunk Racific was ed by poor men. There was really no one o be the standard of the Grand Trunk in Vancouver for several years who had any money to go into any enterprise. It was a mere case of getting along the best way they could, but we are glad to know that Vancouver has gone ahead, and has developed into a big city, and that these men are doing well and are on their feet, and you will find that when the terminus of this Grand Trunk Pa cific is established and fixed at the Pacific end, men from all over the United States and Canada-not poor men, but men who have abundant capital-will flock to the terminus as being one of the coming cities on the Pacific Coast. You will find that they will have enterprise and money enough to carry out anything they will undertake, and, as I said be fore, there will be more people in the northern part of this province within two years after that road is built than we have now in the whole of the province. "And what we want in this country is

here. We know and feel sure that we have the Richest Province in the Dominion, and as soon as that road is built through we will know, and everyone in the Dominion of Canada will know, that we have the richest province of Canada, and we will have a more progressive people. so that instead of the people of British Columbia throwing any obstacle in the time. It is a great mistake to view the road of the extremely liberal terms be time. It is a great mistake to view the conditions simply as they exist at the present time in this province, for we must look to the future possibilities of must look to the future possibilities of the conditions of the extended in the strongest manner any attempt in this running expenses, but before he had been and child ought to hold out both hands there very long he had occasion to disput the province of the construct and the present time in this province, for we must look to the future possibilities of the construct and the present time in this province, for we must look to the future possibilities of the construct and the present time in this province, for we must look to the future possibilities of the future possibilities of the construct and the present time in this province, for we must look to the future possibilities of the future possibilities o

to see the day when we will be grinding wheat from the water power we have speakers who are better able to deal

ish Columbia. That no doubt will be gone into very thoroughly by the speakers who follow me.
"Another issue that has been a com-

plete somersault in the policy of the Conservative party is that they are going in ion of Canada. We have the benefit of the results of the experiments that have great leaders of the Conservative party ship in Canada in connection with the C. P. R. Now, the pretended follower of those gentlemen in the ranks of the Conservative party to-day say we want grain must be ground in the province of government ownership. If you elect, of British Columbia. If we have a railway return the Conservatives to power, and that can carry it, and with grades no Mr. Borden is returned at the coming election, he is going to cancel all the present arrangement with the Grand Trunk Pacific. He is going to repudiate the arrangement that we made with them. He is going to expropriate all the work they may have done and go on | build a railway and own it. with this work as a government enterprise. I think we have had a pretty good trial of government ownership in the Dominion of Canada. We have had ? good example of government ownership in the province of British Columbia. We vince of British Columbia are carried out on the government ownership principle Is there anyone who knows anything

about it and who can tell me if the prov ince of British Columbia Gets Any Return from their government ownership? For every 50 cents worth of work done over one dollar is paid out. I know in

whole of them.

ment of Canada and the Canadian Paci- tical man, but I wish him joy if ever he fig was a bad one for the Dominion, I has to conduct the Intercolonial from bay that no blame can be attached to the men or officers of the Canadian "That is what Sir John Macdonald" been built from Callendar to Port fol Moody, and only from Callendar to Port Moody, that to-day it would not begin to the government had abandoned the idea pay it's running expenses. As I said be or intention of building this railway (the pay it's running expenses. As I said be-fore when talking of the Canadian Pacific, we are apt to look at the whole system, forgetting that the Canadian Pacific proper is only some 2,500 miles long; the Canadian Pacific railway I do say is one of the most enterprising railways in the world, and they are operating to-day omewhere about 11,000 miles, and over 15,000 miles of steamer transportation, way. That is the position I take. and all these extra miles of rallway are "I learned with infinite pleasure nportant city in the world, and all those eople, all those private lines and all that

railway, and that is what Is Making the Dividends for the Canadian Pacific railway. It is not the actual local earnings on that 2.500 miles that is making it a paying concern, and I say that if you confine the earnings of the Canadian Pacific railway to the original C. P. R. as built, it would not begin to pay its operating expenses to-day. Does anyone pretend to think for one minute if the government of Canada was expropriating the railways of Canada they could expropriate all the assets of the C. P. R.? They could only take that portion that was in the Dominion of Canada. Besides that they have all their other lines; they have all their other connections that are bringing grist to the mill and business to the railway. Would the people of Canada stand for one minute if any party, or any govern- find the whole story told. We con would consider it for a moment.

opulation, and to see more people come charge some of the men. province, but the trade that will pass through our province in the future. I struction of that long wanted enterprise. The men who were discharged at once "He went to the member of their different constituencies, and these men went in a more of your time. There are several heat from the water power we have long the Grand Trunk Pacific line— with the issues before us in the present went to the member of their different constituencies, and these men went in a body to Ottawa and made complaint on is lights of the Conservative party of the Dominion, and followed his argument. I am cerbehalf of these men and they got after the government in such a way that some of those men had to be actually reindow we find a son of one of these gentlewent to the member of their different constituencies, and these men went in a speakers who are better able to deal with the government in such a way that some with the issues before us in the present campaign than I am.

Conservative party of the Dominion, and how we find a son of one of these gentlemen coming on the platform and saying of the necessity of making any reference campaign than I am.

"There has been a great deal made about the cry for better terms for Britrid of the pressure that was brought to pear on them to continue operating that line on what you might call a 'political machine.' Now there have been a great many experiments made with government ownership in other countries, and nost careful of railway men who have been sent to Great Britain and the United States to examine into the workings

of these government owned railways, and all these reports are Invariably Against Them. The reports bear out this fact, that the only country which can operate a government owned railway successfully is a country where they have not responsible government. In Germany and Russia, where they have not got responsible government, is where they can operate a railway with some show of success, but it is behind the age trying to operate them in a country where you have re-

sponsible government. "Without occupying too much of your time I would like to read the opinion of some of the Conservative leaders on government ownership. Some of you were ere last night and heard Sir Charles Hibbert Tupper say that the Conservative party were now going in for government ownership, that that was the proper thing for this country, and the only thing for the people to do now was to

"Sir John A. Macdonald said, and he was acknowledged to be the most capable Conservative leader that the party has ever had in the Dominion, that he Was Not in Favor

f government ownership. I will read what he said: "'We propose to build this transcon-

ably good roads now. If you give con-trol to any one trancontinental railway to talk of running things as you would in the Dominion, you must buy out all run a counting-house, it is very difficult the other railways in the Dominion. You when you are actually the Minister. You cannot operate one transcontinental rail-way as a government line, and pay your powerful friends, or yield to them, as the revenues out of the Dominion, and ask case may be. fou have a hundred men strength, and thought that as soon as he other roads built by private enterprise, looking for one contract or one office, left the cabinet of Sir Wilfrid Laurier built by the money of people not in this cach of them coming down like an army country at all; you cannot ask those with banners. You have your merchants wanting to sell supplies at their own a government railway. If you are gofigure, the workingman threatening you
ing to give cheap rates on a government if you do not increase his pay, and
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recomment railway. If you are going to take over a
railway, then you must take over the night and day, and calling for settlen "We have heard a great deal of talk on pain of having the claimants go over about this great Canadian Pacific railway. Now I say that although the bar-fair and honest treatment that you deny

Pacific Company for what they did. thought about government ownership. They were simply doing the best they "The father of the gentleman w "The father of the gentleman who could for their shareholders, and that is spoke here last night, and who should the duty of every official and of every thow as much as his son about running a railway, has this to say. Sir Charles Tupper expresses his views in 1897 as

> I learned with infinite pleasure that Crow's Nest Pass railway) as a govern-

ment work. Whether Liberals or Conservatives were in power, I would deplore in the strongest manner any attempt in this country by any government, I care not who they are, or who they are composed of, to construct another government rail-

adian Pacific railway to establish connections, not only in this country, but a'so in the United States, and they have a portion of the press giving a considerable advance in the prosperity of this country would be as much in advance of the prosperity of this country would be as much in advance of the prosperity of the prosperity of this country would be as much in advance of the prosperity of the prosper very large mileage under their control in support to the opposition has put for-the United States. They have their ward this policy of the construction of teamer lines on all the oceans in the the road through the Crow's Nest Pass world. They have their agents in every as a government work. I confess that I Conservative government while they was astounded to find that, with the evimikeage is contributing a certain amount sult of the construction and operation a country that is prospering in spite of of business to the original 2,500 miles of government railways in Canada, a bad government, and if we get a government. question whether it is better for Canada | Hon, Senator Templeman, followed, o construct a railway and operate it as private company. This country, from the opposition against the present add part of the compact of Confederation and the construction of the Intercolonial railway as a government work. It was a Pacific was to carry on construction matter of necessity. And what was the work from the western terminus and ef matter of necessity. And what was the work from the western terminus and efresult? Any person who will take the fectively exploded the attempt made for the Statistical Year Book of Canada will the provincial government to grant ment would propose to spend millions and millions of dollars in the purchase of railways and steamer lines outside of the trade, offering the finest harbor on the Dominion of Canada? I say no one continent of America as a means of communication for the ocean trade. We car-"They come here and tell us if a Con- ried that railway to St. John, another fine servative majority is returned they are harbor, another large town, and, I may going to take over this railway and be permitted to say, of still greater energy manage it by a commission. That is how and enterprise than halifax, and there the Intercolonial railway had been managed by the Dominion government. Durthen run this line of railway through an ing Mr. Mackenzie's regime in Ottawa open, cultivated country, through all the he engaged Mr. Bridges, one of the best towns bordering upon the St. Lawrence railway managers in Canada, and he sent up to Quebec, and with what result? him down to manage the Intercolonial With the result that to-day we stand face ailway for the Dominion government, to face with a debt of no less than fifty He said, 'You operate that as a business | millions of capital expenditure, and year rn, irrespective of politics of any after year a large deficit to be taken out.

That was the intention of Sir of the treasury of Canada for the pur-Alexander Mackenzie, and his intention pose of paying the expenditure over and was good. The intention of Mr. Bridges above all that we can make out of the was also good when he went down to take road. Whether Liberals or Conserva charge of that road, and he expected that tives were in power, I would deplore in

nother governi That is the position I take.' "He goes on still further and uses still that the proper thing for the Dominion government to do is to build the Grand Trunk Pacific as a government road, and operate it as a government road. Sir John A. Macdonald and Sir Charles Tup-per and, I might mentioned a number of other leading Conservatives who spoke reports have been made repeatedly by the against government ownership, say that it is found to be impracticable in the Dominion of Canada. If any party should ever attempt it you will find that the credit of Canada will go down out of sight. You will find that the whole of the business of this country will be paralyzed, because no matter what we may think, or the people who vote for government ownership may think, you cannot make people outside of the Do-minion of Canada—the people who have to furnish the money for all the large dertakings we have in the Dominion believe in government ownership, or in overnment management.

"I say that the Dominion of Canada is Prospering To-Day s she has never prospered before, and say if the government of Sir Wilfrid Laurier is returned on the 3rd November that that prosperity will not only tinue for eight years longer, but as long as you continue to keep Sir Wilfrid Laurier at the head of the Dominion of him a man not afraid to express his opinion and stand by it, and if there is any one in his cabinet who chooses to dissimply tells him to go back and sit down.

ting down yet. of public works, got the idea he was a your representative. I think it is the be-stronger man in the province of Quebec lief of the people of this province, at all tine tall railway by means of a company.

Than Sir Wiffrid Laurier. He thought events of all fair-minded men, that if we was going to be the Premier of the have not accomplished everything for the the Intercolonial that railways can be strong enough to put Sir Wilfrid Laurier we have in our short tenure of office constructed and operated more cheaply, more advantageously in every way, by a company than by a government. If our friends the Grits had had the Intercolonial in hand they would be constructed and operated more cheaply, more advantageously in ing in the House, but when he was told to go he went without a single follower, and the Intercolonial in hand they would be constructed and operated more cheaply, out. He thought he had a large following ing in the House, but when he was told to go he went without a single follower, and the Intercolonial in hand they would be constructed and operated more cheaply, out. He thought he had a large following ing in the House, but when he was told to go he went without a single follower, and the Intercolonial in hand they would be constructed and operated more cheaply, out. He thought he had a large following ing in the House, but when he was told to go he went without a single follower, and to day he is hunting through the had a large following ing in the House, but when he was told to go he went without a single follower, and to day he is hunting through the had a large following ing in the House, but when he was told to go he went without a single follower, and to day he is hunting through the had a large following ing in the House, but when he was told to go he went without a single follower, and the same of the Savings bank of Canada showed by the Savings bank of Canada showed to believe that it will be necessary to give a davantage and in the interest of the development of this province.

money spent on them to make them first have experienced the same trouble we class railways, and they are only pass- have. They would have discovered that which to run." A voice in the gallery: "The Tories

won't have him."
Mr. Paterson: "Then there is another left the cabinet of Sir Wilfrid Laurier the government would fall to pieces. How many men left with him? Only himself, and I venture to say there is no Premier in the Dominion of Canada that not even his bitterest enemy—al-though Sir Wilfrid Laurier has been in very properly receive the consideration public life for a longer period than many in this hall can remember—can point his finger on even a single dishonest act, or a single statement that Sir Wilfrid Laurier ever made that was not true. tive party six months ago is not spoken (Loud applause). And I say if you reof to-day by the Conservative party? (Loud applause). And I say if you return a man at the head of your affairs who is not afraid to tell his colleagues if they are not doing right that they have to do right, I tell you that the interests of the people of the Dominion

Are Safe in His Hands, and I tell you that as long as you keep

that man at the head of your affairs, with his colleagues that he will pick cut, your interests will be perfectly safe, and the Dominion of Canada will prosper as it is prospering to-day. "Just imagine for one minute if our vernment of the province of British Columbia should be put out of power, if

you had a Premier to come in like Sir Wilfrid Laurier and who had strength enough in the country and force of mind enough to set his political followers to one side and select his cabinet from among men capable of administering the bringing traffic to this 2,500 miles of railway, and it is to the interest of the Canor intention of building this railway (the perity of the Liberals at Ottawa as the Liberals' record is over the record of the dence that we had before us on the re- here of immense possibilities. We have single intelligent man could be found in the House, or out of it, who was prefrid Laurier formed his government, pared to advocate such a policy in this say in five years we would have the case. Why, Sir, all we have to do is to finest country and the best province in look at the facts we have before us. We the Dominion of Canada. (Loud aphave already solved, we have set at rest plause.) Mr. Chairman, ladies and genforever, in my judgment, in the mind of tlemen, I thank you for your kind at-any reasonable or intelligent man, the tention."

dealing with various questions and cleara government work, or by the aid of a ing up a number of points used by the necessity of the case—for it was made tration. By means of the letter from Chas. M. Hays, which appears elsenecessarily so-was obliged to undertake where in this report, he demonstrated that the intention of the Grand Trunk crouble to look at pages 650 and 651 of the purpose of affording an excuse for land and probably a cash bonus to the

After Chas. H. Lugrin had made reference to the signal success which Ralph Smith was promised, the meeting closed with cheers for Geo. Riley, the candidate: Sir Wilfrid Laurier and the King.

(From Saturday's Daily.) In yesterday's report of the Liberal rally held on Thursday evening the speech of Hon. Senator Templeman was withheld owing to pressure upon the space. In addressing the meeting Senator Templeman said:

"Mr. Chairman, Ladies and Gentle-

nen. I am quite sure that you will agree

with me when I say that the speech to which we have just been listening has been a very clear, forcible, eloquent and convincing argument in favor of the govspeech than has just been delivered by Mr. Paterson, and I am quite sure that will be the view of to the Grand Trunk Pacific. be quite unacceptable to this audience to have me repeat over again, in a differ ent way, or in my own argument in favor of the Dominion of Canada constructing another transcontinental line from the Atlantic to the Pacific ocean. I am therefore constrained to refer to some other questions, though probably inci Grand Trunk Pacific railway, which Mr. Paterson has not referred to. I will fer to some of the questions involved in the policy of the Dominion governm to which Mr. Paterson has not alluded. and which I consider it my duty as a member of that government to speak to you upon. As you know I have the honor of being the representative of British Columbia in the Dominion government of Sir Wilfrid Laurier, and it is an honor which I very highly esteem. There are not very high emoluments connected with it at the present time. as I am a minister without portfolio, which of ourse means without a salary.

"It is, however, a position of very great responsibility, as I am a member of the cabinet and hold the same posittion as any other member of the cabinet—that is, with respect to sitting in council, and giving advice to the government on all Canada. (Loud applause.) We have in those matters in which I have an interest -and of course that is on all questions affecting British Columbia's interests. No matter of any importance is decided by agree with him, or anyone who thinks he is stronger than he is in his cabinet, he without reference to your representative, does not give away to that man, he and if we do not always do right and that which is in the best interests of Some have done that and they are sit- the country do not blame Sir Wilfrid Laurier, but put the blame on the right "We find that Mr. Tarte, the minister party to which it belongs, and that is

of this scheme so eloquently referred to by Mr. Paterson done something which when carried out will have greater effect in developing British Columbia and

"There are, Mr. Chairman, as I have said a moment ago, several questions of public character which I think should in a very summary way be referred to by me. They are large and many, and if I became at all discursive on them and intered into any great detail I would detain you too long.

"There is the question of the tariff. of an hour or two, but I cannot devote more than a few minutes to it. Is it not a curious thing that the question which was really the only issue of the Conserva-Why two or three years ago, and up to the time that the government launched the policy of the Grand Trunk Pacific, Adequate Protection

was the only one which the Conservative 1897, as you will remember, formed what | Intercolonial has paid us back by is known as the Fielding tariff. tariff has been very beneficial to the country, and the country has prospered

Then we have made an increase in expenditure owing to the Yukon governvery materially under it. The introduction by Sir Wilfrid Laurier of

The Preferential Idea has worked most beneficially in the interests of Canadian trade and to Canalic service. We have also increased the Imperial sentiment, that sentiment of our administration. We have dea of adequate protection, and in efpreferential policy of the governnent of Sir Wilfrid Laurier.

much in figures, ladies and gentlemen, as I know it is a very tedious thing for an audience to be listening to figures in great detail, but I have here a diagram which will appeal to your eyes, and which will teach at a glance the

Prosperity of the Country nder the Liberal government." (Producing the diagram he pointed out some f the striking features in it.)

"This is campaign literature urse," he said, "but it is prepared acourately. It is got up to represent 18 party has been in power some years, and years of Conservative administration, spent money freely, it has all been done and seven years of the Liberal adminis-

will see that the imports from other took office, and while they charge us with countries under the Conservative adminbeing extravagant yet there has istration during those 18 years they Not Been One Charge of Mal-Adminiswere in power was almost stationary.

The values of the imports fluctuated from about \$81,000,000 to \$132,254,022 or any public servant under the leadership of Sir Wilfrid Laurier. (Cheers). norts amounted to \$118,011,508. Under charge us with extrawagance they should the seven years' administration of the Liberal government the imports into the gant. They do not say the extension of country very rapidly increased until in the Intercolonial to Montreal was unthe year 1903 it was more than double necessary or extravangant; or the deeper ernment policy of the construction of the Grand Trunk Pacific. I have seldom listened to a cleafter or more convincing speech than has just been delivered speech than for the general speech than double what it was more than double in necessary or extravangant; or the deepening of the St. Lawrence, and the canals, or building the Crow's Nest Pass railway. They do not say that was compared with \$118,000,000, during the last year of Conservative power. Coming to the exports for the same years, you will see during all those 18 years of Conservative cause we said the country could be carule that they remained practically sta-

"The last year of the Conservative government administration shows \$121,-000,000 of exports; under the Liberal government in 1903 it was \$225,000,000. "In the chart representing the total trade of the country you will see the enormous growth of the commerce. The ast year in June, 1903, shows a total of \$467,000,000. That is a total of the exports and imports together, as against \$239,000,000 under the Conservative govrnment, which was the largest year in

the history of that administration. "The total trade with Great Britain will show you the effect of the preferential tariff. The trade with Great Britain under the Conservative administration was reduced in '84, '85, '86, '88 and 1889 almost to a minimum under the Conservative administration. It increased slightly for some subsequent years, and closed in the last year, 1896, with \$95,-000,000. For the last year of our administration it was \$183,000,000. In the record of the total shipping the same story is told. In 1896 under Conservative rule it was \$21,000,000, the largest it very liberally indeed, and the money under that administration. Compared with this was the \$33,000,000 represented under this head in 1903.

"The mileage of railways in Canada showed the same gradual and general growth, with the same showing of a greater mileage of railways to-day than

during 1896. In 1896 it was only 24,000,000, while in 1903 it was 47,000,000.
"I do not know of anything that will which would make it read that the work show more accurately the prosperity of the people of Canada than the statistics referring to the savings of the people as deposited in the Savings bank. During the last year of the Conservative government and the work and make it read that the work and make it read that the work and in ment, and that was the largest year they the people of this province. Advantage ever had, there were \$61,000,000 deposited in the Savings bank of Canada. You will see how very rapidly the increase has Trunk Pacific is to begin work on the will see now very rapidly the increase has taken place during the seven years of Liberal administration. The amount in 1903 was \$82,000.000. The deposits in McBride. An effort is being made to

"Mr. Chairman, I think that these figures will convince you that the pro-sperity of Canada under the government

-Mr. Blair, who was a man of good opinion, and capable of standing by it; he considered he was a man of considerable that has ever been done in the history of this province before.

A Phenomenal One, and in that way we ought to clair and in that way we ought to claim some credit I think for this very happy condition of affairs.

"The Dominion government has, it is rue-and this we are charged spent considerable money-very lavishly our opponents say. We say we have spent it very liberally at all events. No doubt the expenditure under the governnent has increased very rapidly indeed. We take the ground that with the exnsion of territory and the development of the country this was unavoidable. For my part I am rejoiced to know the expenditures of the government have increased. I am pleased to know it is necessary to spend money and develop

the country. We say that the country has all this time been progressing, and that we have not been standing still. It would be a great misfortune indeed if the expenditures of the country were to remain the same under our government as party expected to go to the country on and defeat the Liberal party. You do I shall not refer at any great length to and detect the interal party. The control of it now from the Conservative orators. Their whole policy is Trunk Pacific, although that is really necessitated by the growth of the countries of the growth of the growth of the countries of the growth of the gro what it means—building it as a government work—but the Conservative party partment—comparing 1903 with 1896, the have gnored, and seemingly for all time last year of the Conservative administration, we have increased the expenses lequate protection to Canadian indus- by one half million dollars, and the custries, and I think very properly so. The toms department the same. The fixed vernment of Sir Wilfrid Laurier had, charges in working the Intercolonial are when they entered into office in the year over three million in themselves, but the Increased Receipts.

penditure owing to the Yukon government having been supplied with a loan to carry on the government of that coun try-\$750,000-whereas in the Conservainto our tariff in the year 1897, giving to tive year of 1895 there was no such our friends in Great Britain a preference in our market, first of 12½ per cent., and partments. There has been a very great them 25 per cent., and then ultimately increase indeed in the expenditure in the 33 1-3 per cent. over all other countries, dian consumers of British merchandise, capital expenditure very largely indeed and has fostered and encouraged that from 1897 to 1903, during the six years of the unfication of the Empire about which on capital account \$64,000,000, and in the we hear so much, that I am somewhat same time under the Conservative admin-surprised to hear that our Conservative istration they expended only \$37,000,friends have reluctantly abandoned their | 000. This accounts for a largely in creased expenditure under our adminisfect at all events are supporters to-day tration. Our expenditure for capital ac count has been in deepening the canals, improving the canal system from the "Now my friend, Mr. Paterson, inci- lakes to the ocean, in railway subsidies, lentally and just very briefly mentioned on the militia, in surveying Dominion something about the increase in the trade | lands, in giving bounties to the iron and of the country. I will not deal very steel industry, and on the Intercolonial railway in extending it to Montreal. On account of all these we are charged by our Conservative friends with being extravagant. We take the ground that our

Expenditures Are Not Extravagant at all. You will observe that although they charge us with spending money very freely and having increased the expenditure they do not put their finger on any particular item and say that was a piece of extravangance. And you will ob that while the government of the Liberal spent money freely, it has all been done without increasing the national debt one dollar. In fact the national debt is less Referring to the imports he said: "You by \$1,000,000 than when the government

very sorry when we run this country on any less money than we are running it now. I hope that the expenditure will continue to increase. Of course I hope

crease.
"One fact stands out clearly; after all this expenditure the government has made some \$50,000,000 or \$60,000,000, which simply represents the surplus we have received, and we have not added one dollar to the public debt of the Dom-inion government. I think we can appeal to the people of Canada with full confidence that

that the revenues will increase, and it

goes without saying if the revenues do

not increase the expenditures will not in-

They Will Commend Our Action of the liberal expenditure of money spent n developing the country, and increasing its population. A large amount of our expenditure, some \$700,000 or \$800,000, was spent in trying to people the North-west Territories. Mr. Sifton has spent money with a very lavish hand, I was going to say, but he has certainly spent spent in that way is now showing good results. The country is being populated to the extent of 150,000 a year, and it is needless to point out what effect that will have on the Dominion of Canada.

"One question that seems to be concerning our Conservative friends con-The tonnage carried by the railways construction the Grand Trunk Pacific is shows the business carried on is almost double as much in the last year as it was during 1896. In 1896 it was only for