SOME FACTS EVERY CITIZEN OUGHT TO UNDERSTAND: KEEP THERECORD STRAIGHT

There seems to be no end to the misrepresentations of fact following upon the sensational Gutelius-Staunton report on the construction of the National Transcontinental. One of the most flagrant is that which pictures Canada as sinking under a load of debt too heavy to be borne. Another is a harrowing tale of how the country's credit must suffer as a result of the disclosures of waste and

nton Journal is not usually given to hysterics, and it is somewhat

The Edmonton Journal is not usually given to hysterics, and it is somewhat surprising to find the following in its editorial columns:

"The credit of the country is bound to be affected to such an extent by the revelations that there must have been some hesitation among those in power at present at Ottawa about letting the whole truth be known, damaging though it must prove to their party opponents. On the other hand there is the task of providing for the vast annual charges on all this terrific outlay to be considered, and the only way in which this can be properly discharged is to have the whole situation made known and action taken on the basis of this. A furden has been imposed, the strain of which we shall feel for many years to come."

for many years to come."

It is certain that the writer of these lamentations did not consult the public accounts of the Dominion before he gave them expression. There he would have learned that the greater part of the cost of the National Transcontinental has already been met out of the surplus revenues of the country under Mr. Fielding's careful system of financing, a system which was followed by Mr. White during his first year in office. The "vast annual charge" on the "terrific outlay" exists and in the imagination of the ignorant or unscrupulous critics who are trying

his first year in office. The "vast annual charge" on the "terrific outlay" exists only in the imagination of the ignorant or unscrupulous critics who are trying to destroy the reputation of the Liberal party.

Here are the facts as to Canada's capital expenditures and debt charges during the past seventeen years, from 1897 to March 31, 1913. The total capital expenditures on canals, railways, public buildings, militia stores, and armaments chargeable to capital, and upon all other national enterprises and services during the period under review, was \$284,722,000. Of this colossal sum no less than \$139,511,000 represented expenditure upon the National Transcontinental and the Quebec Bridge.

During the seventeen years since 1897, while all this money was being expended on permanent works of great importance—railway building, canal deepening, harbor improvement, and aids to navigation—the net debt of Canada was increased only \$52,763,000, or less than a fifth part of the amount spent

on capital account.

In 1897 the net debt of the Dominion, according to the efficial returns, was \$261,538,000. In 1913 it was \$314,301,000. This year it will probably be twelve or lifteen millions greater because Mr. White did not take in sail last year when the linancial sky looked threatening. He probably considered that at a time when private expenditures were falling off the national outgo ought not to be curtailed, as such a course might tend to accentuate depression.

The "vast annual charges" on the "terrific outlay" of which the Edmonton Journal speaks so gloomily are to be found on page 82 of the public accounts for the year ending March 31, 1913, when only a relatively small sum remained to be spent on the National Transcontinental. In 1897 the four and three-quarter million people in Canada were taxed \$11,175,000 for the net interest on the national debt. In 1913 the seven and three-quarter million people in Canada were taxed \$11,175,000 for the net interest on the national debt. In 1897 the Transcontinental had not been begun. In 1913 it was well on toward comthe Transcontinental had not been begun. In 1913 it was well on toward completion. The increase in the annual interest bill during the seventeen years was less than two million dollars, and three million additional taxpayers had been added during the period, who had greatly lessened the per capita debt

In 1897, at the close of a long era of Conservative government, every man, woman, and child in Canada had to pay \$1.98 a year for interest on the national debt. In 1913, at the close of the era of Liberal rule, the annual interest charge was only \$1.44 per head, notwithstanding the fact that a hundred and forty millions had been spent on a railway of the highest type of construction, owned by the people, and which in a few years will bring an annual rent of between four and five million dollars into the public treasury.

In this statement as to Canada's debt and interest charges no figures appear that cannot be verified by examination of the public accounts. The truth tells best and lasts longest.

tells best and lasts longest.

and two grandchildren. The funeral will be at 2 o'clock this afternoon.

Mrs. G. Irvine Daley. rst, N. B., Feb. 26-The

OBITUARY

Many friends will hear with regret of the death at her late home, 60 Erin street, of Mrs. Agness Dunieavey, wife of John Dunieavey. Besides her husband, Mrs. Dunieavey leaves three daughters, Margaret, Edna and Madelline, and one son, Philip, all residing at home, and one sister, Mrs. James Doherty, of Manherst.

The funeral will be held from the home to the Cathedral tomorrow afternoon at 280.

Gadsby Surmises It May Effort to Break Into

CANADA'S BULL

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WINDOWS LEADER

WOODS LEADER

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VOL. LIII.

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Ottawa, March 9-" stands out: A great ight. The facts con appropriation of public revealed in a law suit befourt of New Brunswick

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