t to be grown at home. In the Crow's Nest Pass line s southern British Columup and developed, but the been secured coal at $2 a pit mouth and the settlers abolition of the monopoly ductions in freight rates d pay the subsidy in two or

tic question was dealt with fashion by the member for went over the facts con the passage of the Bowser and asserted that that ew of the C. P. R. contract d his bill so that it would e coolies out, while the pre that the bill would not be . It was an act of treach people on Mr. McBride's he failed to acquaint the of this fact. These facts hem and the Conservative ritish Columbia as insincere nd they now took.

t to the Japanese, Mr. Olive e Laurier government had thing short of abrogation of with Japan to prevent an apanese and was succeeding. g for a large majority for leman, Mr. Oliver said the prosperity of Canada de on a continuance of the overnment in office.

ting dispersed after singing nal Anthem and giving three Sir Wilfrid Laurier and Templeman.

## R IN COLLISION WITH STR. VADSO

Sunday morning last in Inlet a collision occurred n the Boscowitz steamship and the C. P. R. steamship The former vessel, which t at Vancouver this afterwas rammed by the Amur's nd had two plates above the line damaged. The Amur ed on her trip to Northern ports and the Queen Charslands, having sustained litno injury. The Vadso is due toria to-morrow.

## OOK CARRIES ECORD LUMBER LOAD

### More Feet to the Hun- Tons Than Any Other Steamship.

rom Tuesday's Daily.)

s believed to be the greatest umber, in proportion to tonnage carried to sea by any steam that loaded on the British Irisbrook at St. John's, N. voyage to Brow Head, which just completed.

risbrook, which is a small of 2,759 tons gross, 1,778 tons ried 3,300,000 feet of lumber, ailable inch of space on deck w being occupied. The deck the No. 1 hatch rose to a 17 feet 3 inches from the k and over the after holds to inches from the deck. Such s the largest on record for a of the same size as the Irisd her passage across the Atas watched with interest by men in the east. She accomthe voyage under favorable conditions and safely made

tive of the high standard in ing of the Irisbrook in comwith the usual carrier the Britnship Falls of Moness, which om Puget Sound for Sydney at 5th, carried 3,911,600 feet of This steamship is 3,457 tons r nearly twice the size of the k which carried only 600,000 . The British steamship Il-9 tons nett, carried only 1,758, on her last loading at Portland hburg and the British steamlwich, 2,115 tons, loaded only feet at Dudley for Auckland. ccompanying photograph gives dea of the deckload carried by brook. It was received by Alex. ott, of the Puget Sound Steve Company, from an eastern firm.

## INING DEAL IN BOUNDARY DISTRICT

ix, Sept. 21.—The big mining ich was reported recently as nder way has been closed, the opper Company acquiring a six working bond on the Molly d and Athlestan fraction, the and the Buttercup, in Welling p.

cAllister, manager of the comated that the deal had been put on Thursday, and the facts as were substantially correct, ght exceptions as to details. The will commence work on the es at once. It is expected a force will be started next week erectdings and doing general prelimork preparatory to beginning evelopment work.

bute of the tram line to carry to the Great Northern railway eady been surveyed, and of will require to be constructed ny shipping is done.

viously stated those interested holdings are John J. Farrell, M. Kerby, J. M. Doyle, John Al. Sanderson and Larry y. They are all well known in ndary and have held the propr some time.

familiar with the properties a big shipper being developed capable management of the B. er, and a general boom is ex in Wellington camp. As the tributary to Phoenix, local should also be stirred, when ns commence.

gua is the largest state of Cenerica. Its area is 51,990 square

# SIR WILFRID'S GREAT SPEECH AT NIAGARA FALLS

## Makes Definite Announcement That Hudson's Bay Will Be Built--Deals With Tory Slander Campaign--Premier Gets Rousing Reception

Niagara Falls, Ont., Sept. 15. — Sir Wilfrid Laurier got the reception of his life when he arrived at the Falls to-day. The premier's trip here was uneventful. At Hamilton and St. Catharines there had been no reception organized and Sir Wilfrid did not leave his private car, but when the premier got to Niagara Falls, he was given a reception with a vengeance. Men climbed on freight cars to see and cheer him. Greybeards climbed up the railings on the back of his car just for the pleasure of a handshake. Cheer after cheer went up from the thousands of spectators. It was enthusiasm of genuine admiration which was voiced in the hurrahs of the multitude.

A civic address was read at the station and in his reply the premier said: "Pleased as I am to see these marvels of electric development here; great as is my satisfaction at seeing things not familiar, one of the things which is a great joy to me is to see my old friend W. M. German. You have produced many things, but none better than he." German's name was greeted with enthustic cheers. In fact, the whole gathering simply bubbled with enthusiasm. The band played "O Canada." There was more handshaking and from every window of neighbouring buildings handkerchiefs were waving at the distinguished guest. Sir Wilfrid was then taken for an auto drive about the city which is gaily decorated. Everybody is wearing Laurier badges.

### Addressed Enormous Crowd.

The scene in Queen Victoria park tonight was one which will not be easily forgotten. Massed amidst beautiful surroundings was a crowd estimated at from 15,000 to 18,000 people, all eager to acclaim not alone the chief of a great party, but a leader of a nation, a statesman who ranks among the greatest of his time. In the great concourse of people there was a spirit of buoyancy, almost of gaiety, not usually associated with political gatherings. The enthusiasm which greeted Sir Wilfrid was more than a demonstration of party loyalty; it was a moving expression of affection and veneration, an impressive tribute to personal worth, as well as a spontaneous and hearty acknowledgment of political service. People came from all parts of the Niagara peninsula. The farmers were eager to see and hear one who had proved so loyal a friend, and interrupted their harvesting operations to attend the meeting; artizans who had obtained or taken a holiday flocked to the scene. Toronto, Hamilton and other cities sent contingents, and even Americans joined in the pilgrimage. The premier signalized his appearance in the fighting line, eager once more to do battle on behalf of the cause he has served so splendidly, with a speech that was full of fire and spirit, a speech of a statesman who is confident he has the people behind him and who is not to be drawn from his course by malignant attacks of a not over-scrupulous opposition. It may be doubted whether Sir Wilfrid was ever in better fighting form.

### Opening Addresses.

John Logan was chairman. The opening addresses were given by W. O. Sealey, the Liberal candidate for Wentworth, R. F. Miller, candidate in Haldimand and W. M. German, M. P. for Welland. Mr. German asked: "What will we get if we elect R. L. Borden and his friends?"

"Choice tomatoes," said a voice. (laughter.) Mr. German added that Borden and Foster were political exiles from their own country, and declared Borden could not get a seat throughout the length and breadth of Nova Scotia, and was forced to come to Ontario, and run in Carleton county. Mr. Foster had been driven out of New Brunswick, and was forced to come to Toronto, a hot-bed of Conservatism.

### Premier's Address.

The premier was received with roars of cheers, which lasted for quite a time, the band striking up "The Maple Leaf" and "O, Canada." Sir Wilfrid said: "Mr. Chairman, ladies and gentlemen, proud as I am of this immense demonstration, I must tell you very frankly that outside of that fact, in a sense I am almost sorry for its proportions for I feel that with all the good will I can put into it, my poor voice is not equal to render justice to the magnitude of the reception given me. When my friend, Mr. German, invited me a few weeks ago to attend this demonstration to open the campaign in Ontario which I am not sure is to come off immediately, but it is not very far distant, he told me that I would receive a very grand reception. I was sure of it, because I knew German as you know him, and I knew him to be a man of his word, but he did not tell me the whole truth. I did not expect such a demonstration.

### Sincere Gratitude.

"Before proceeding farther, let me offer to all my sincere gratitude for the sentiments expressed in the address just offered to me, and let me thank you above all things for the fact that you have appreciated my efforts, my poor effects, in the way of uniting all the elements composing the population of our common Canada. Before I go any further I must express, so far as I am able, my thanks, and I am more than thankful for the marks of sympathy which on more than one occasion I have in this respect received from my fellow countrymen in the province of Ontario. (Cheers.) Ontario, I am proud to say, has always done well by me. It might have done better in the way of votes, (laughter), but when I reflect upon the numerous causes of difference which existed between the province of Ontario and the province from which I come, the old province of Quebec, sir, I am proud, more so than I can express, that we should have reached, as we have, a greater degree of union than Providence has ever seen elsewhere on the face of the world." (Cheers.)

### A Previous Visit.

The premier then referred to his previous visit to Welland as follows:

"In the year 1893, shortly after the convention of the Liberal party which took place in Ottawa, and at which were laid down the principles we wanted to convey to the Canadian people, and which we believed were required by the conditions such as were then in existence, and which, to some extent, are in existence still. My object then was to explain these principles and platform, and to a certain extent, also, to defend them, because they had been attacked by the Conservative party as soon as uttered. The Conservative party had taken the ground that our principles were dangerous, and that if it were the misfortune of the Canadian people to return us to power the application of this principle might be dangerous, if not obsolutely fatal.

### Despised the Liberals.

"The Conservative party had come to believe that the Creator had made them of some sort of superior clay, and that the lot of we poor Liberals was simply to hew wood and draw water for them. (Laughter.) Evrey day and every night they dreamed dreams of Joseph, and they saw the small Grit sheaves paying obeisance to the big Conservative sheaves. Well, the elections of 1896 came, and they were mightily undeceived. Mightily undeceived, did I say? I must withdraw that expression. They were not undeceived, their eyes were not opened. They still believed that they were bound to rule, and they expressed the opinion that our victory in 1896 was simply a fluke; that already the people had repented of what they had done, and that as soon as they had an opportunity of so doing they would reverse their verdict. Still the Conservatives were not undeceived. They hoped to gain the elections of 1904, and when the elections of 1904 came they were simply smitten hip and thigh. (Cheers.)

### Have Changed Their Tactics.

"Now, new elections are coming on; I have not the opportunity to give the date to-day, but perhaps within two, three, or four days, when I am speaking again at Strathroy, I may make an announcement. However, we believe the elections are not very far off. Now the Conservatives have changed their tactics. They no longer attack our platform, and speak of the danger and injuries that would result if that platform were adopted. They have changed their tune, they have changed their song, and now they attack not the platform, but those who made the platform, that is, they attack me and my fellow-leaders. Now their charge is that we have deserted the Liberal principles and have failed to apply our policy. Now, sir, this is, it must be admitted, a very strange reproach in the mouth of the Conservative party, of the Conservative organs and the Conservative speakers and press men. If it were ture, as alleged, that we had failed to apply the principles there might be some attention paid to them. But this is not their language. I could understand that language in the mouth of Liberals, and, if it were true, that Liberals would say it, but for the Conservative party to make that reproach is simply madness. But, sir, if it is madness, there is method in their madness. They know what they are about. Only, the thing is obvious, the trick is too gross. We can see it as through a glass. Their object is to create discontent. Read their oratory, their newspapers, and you will find every day that they are appealing to the old Liberals, hugging them to their bosom with an affection not suspected before. Now, I ought to have my share of that affection of theirs, for I am myself an old Liberal. I had the honor to be the disciple of that great and good man, once the leader of the Liberal party, Alexander Mackenzie. I entered parliament when he was the leader of the parliament and of the government. I served under him and sat at his feet. So I say with some pride, and I pretend somewhat to modesty, that I have endeavored to walk in the path of his policy. But, sir, what do they tell us? What do they tell the old Liberals? They would have the old Liberals believe that we have not applied our principles.

### A Parallel Case.

"It would be well perhaps to tell a tale from the history of England, which perhaps has some reason for its application to this case. Charles II. was King of England, and he was not a very good man in some things, like myself (laughter) because, gentlemen, I read the daily press of the Conservative party, and I have read it every day for thirty years. Charles II. had some good points, and I may say that perhaps I have some good points also. Charles II. had no children, and that perhaps is another point of comparison, and his brother was heir, who became James II., and who had not the good points that Chahles had. One day James told his brother that he had heard bad news had come to him; that he had received notice that there was a plot to assassinate the King. Charles simply tapped his brother on the shoulder and said: 'They will never kill me to make you king.' (Laughter.) I have this to say, that there is not an old Liberal who will take the power away from me and my friends George P. Graham and Rodolphe Lemieux, to give it to the hands of R. L. Borden or Geo. E. Foster. (Cheers.) But, sir, this is not sufficient. Let me go a step further. It is said in the present campaign by Borden and by Foster, that this is a campaign for clean politics. If that is to be the issue, ladies and gentlemen, I accept it in its entirety. (Cheers.) They say that we have been guilty of corruption, and if that be the challenge, then I accept it in its entirety, but before I go further let me say this, that I am familiar with the tactics, such tactics as these, and I am too old a bird to be taken in by them. I know something of the history of the Conservative party, and when you hear them appealing to the country for honest government, I know that it is a new chapter in a very old story. The Conservative party is famous for much preaching and for poor performing.

### Made No Charges.

"Let me go one step further. We are charged with having been corrupt. What are the charges? When have they been made? In a session of eight months' duration, which was drawn to a close a few weeks ago, was there any charge made against the government such as was made against the Conservative government in the days of the Pacific scandal or in the days of the McGreevy scandals, when the government was directly taken to task for acts of corruption for which chapter and book were given? No sir, no charge of that kind was made, but charges were made against whom? As has just been stated by my friend, Mr. German, charges were made against subordinates, against officials. Well, what was our duty in such circumstances? We did not wait until the charges were made against the officials and against subordinates. In the session of 1907 we had reason to believe that there were irregularities, in the department of marine and fisheries, for instance, and some others, and what did we do under such circumstances What was our conduct? We did, sir, what any honest government would have done, what Alexander Mackenzie himself would have done. We appointed a commission to investigate; a commission sat and reported, and having gone through the whole matter, they brought in a report in which they stated that there were irregularities; there were no nomes given. Something more was done, and what was it? We appointed another commission, took one of the judges of the land, a man whose honor was beyond reproach, Mr. Justice Cassels, to carry out the investigation. (Applause.)

### Could Do No More.

"Sir, could we do anything more? But I have told you I am not surprised much at it. I have told of Alexander Mackenzie. He had struggles in his own life, and to-day he is extolled to the sky, and properly so, as a heritage to Canadian people: and we are all proud of his honor, his sterling integrity, acknowledged by all Canadians, whether Liberal or Conservative. You reformers, you old Liberals, know it was in the days of Mackenzie. These men shed tears because the party today is not in the hands of such a man as he was, and I may ask you old Liberals, you old reformers, how was Mackenzie treated when in life and in office? Was he treated any better than we are to-day? No. Is it not a fact, on the contrary, that he, an honest man, whose honesty and integrity to-day are acknowledged all over the land, was accused himself of all sorts of acts of corruption?

### Tactics of Early Days.

"In the election of 1878, do you remember how at that time the atmosphere was thick with the cry of corruption, and they are endeavoring to make it thick on the present occasion. 'Steel rails' and 'Hotel Neebing.' Such were the cries at the time when they charged Alexander Mackenzie with having steel rails in order to secure an undue commission for his brother, and having acted dishonorably in connection with the sale of the hotel Neebing. Now I told you at the commencement that I had been a constant reader of the Mail and Empire for 30 years. I would quote from an article which was published at one time in the Mail. It is this: 'The history of four years of incompetence and the revelatons of corruption and jobbery which grew as public criticism poked into "rings" of Gritdom have thrown doubt into the most faithful of the ranks, and no wonder. The bully who shows the white feather is not a more repulsive hypocrite who betrays the purity, and outrages every principle he professed. No honest reformer can review the past five years without feelings of indignation and contempt.'

"That was published not this year, but thirty years ago, and, although no names are mentioned, yet it was against Alexander Mackenzie. On July 29th, 1878, the Mail published an article which read this way? 'Why are the honest Reformers dissatisfied, Because Mackenzie has deceived them. He was going to be goody-goody in everything, but he has been bad in many instances and good in none; because he is manifestly incapable of governing the country with wisdom or prudence.' Do you see any difference in the language used thirty years ago and the language of to-day?

### Using the Same Language.

"I say that take the Mail and other Conservative papers to-day and they are telling you old Liberals the same tale that they told the old Liberals at that time. Then it was the old Liberals of Baldwin, now it is the old Mackenzie Reformers that they are appealing to in the same words. This shows, I believe, what is at the base of these accusations which are hurled in the press at what I believe, nay, what I assert, to be an honest government. (Cheers.)

### Mr. Foster's Logic.

"This is not the only charge. Mr. Foster speaking some days ago in one of the maritime provinces, said we were not only extravagant, but criminally extravagant. Well, sir, if I have shocked the virtue of my friend, George Eulas Foster, I deplore my fate indeed. (Laughter.) After all, let us ascertain what is the charge of extravagance. I read the speech of Mr. Foster carefully. What is the evidence which he brings in support of the charge that we have been criminally extravagant. His evidence is that in 1896, the last year he was in office as finance minister, the expenditure was $36,000,000 in round figures, and that last year the Liberal government spent $76,000,000. That is to say, in twelve years the expenditure doubled, and he calls that extravagance. Sir, if I were to ask how many men there are in this audience who in the year 1908 spent double the amount they spent twelve years ago, dozens and hundreds would rise up. The times have been good and public and private wealth has increased, and men can spend double what they spent twelve years ago. What is, after all, a criterion by which to ascertain whether in private or in public life there has been extravagant expenditure? There is one easy criterion, and it is one which Mr. Foster has forgotten. If a man has a certain income and spends within that income he cannot be called extravagant, but if a man spends beyond his income then he becomes extravagant. That is my logic, at all events. It is not the logic of Mr. Foster. If there is a man in this audience who has an income of $10,000, and spends $8,000, in the eyes of Mr. Foster he would be extravagant; but if he is a man who has an income of $10,000 and spends $500 more than that amount, he would not be extravagant, but would be saving. That is the logic of Mr. Foster. (Laughter and applause.)

### Mr. Foster Extravagant.

"I do not pretend to be much of a financier, but I think I have some measure of common sense. I think I understand these matters, and if a man spends within his income he cannot be extravagant. But the man who spends more than his income, whether in private life or in public life, becomes extravagant, and according to the logic of Mr. Foster, is criminally extravagant because Mr. Foster was minister of finance for some eight years of the last twelve years of the Conservative administration, and during these twelve years, which ended in July, 1896, the government of which Mr. Foster was minister of finance had six years of deficits and six years of surpluses. (Applause.) He made them an equal division, six years of deficits on the one side and six years of surpluses on the other. (Renewed applause.) But unfortunately there was not a division in the amount, because the surpluses were less than the deficits. In Mr. Foster's time the surpluses amounted to about $4,000,000 and the deficits to $4,984,000.

### A Record of Surpluses.

"What has been the record of the Liberal government, which has been accused by Mr. Foster, of extravagance? What has been that record? That record is that for the last twelve years, except one, we have had surpluses. We had not a surplus in the first year of our administration when we followed Mr. Foster. We had a deficit of $500,000, but the year after that, in 1897, we had a surplus of $1,000,000, then of $4,000,000, then of $8,000,000, then of $5,000,000, then of $7,000,000, then of $14,000,000, then of $15,000,000, then of $7,000,000 again, then of $12,000,000, then of $16,000,000 and last of $19,000,000. (Prolonged applause.) This is the record of the man whom Foster calls 'criminally extravagant.' This total of the surpluses amounts to $113,000,000.

### A Lesson From Dickens.

"Now, sir, do you call that criminally extravagant? I have told you I am not a financial man; I am not equal to Mr. Fielding, he is my leader in that line. But I think I may give a lesson in finance to Mr. Foster from Charles Dickens, from the character of Mr. Micawber. Like, Mr. Foster, Micawber was always in difficulties and always waiting for something to turn up, and also, he was fond of giving good advice. The advice he gave to David Copperfield was to keep his expenses within his income, in these words, 'Annual income £20, expenditure £19 19s. 6d., result happiness; income £20, expenditure £20 6d., result, misery. The blossom is blighted, the leaf is withered, the god of day goes down upon the dreary sea, and, in short, you are forever floored, as I am.' Sir, this is Mr. Foster's position. (Laughter.)

### Things He Should Have Told.

"When Mr. Foster applies to his opponents, and his betters, such words as 'criminally extravagant,' he would have done better to tell his hearers that out of the millions expended, hundreds of thousands, in some cases approaching millions, have been spent in bringing from Europe hundreds of immigrants, who have gone to the prairie land to help us build up this country. Year after year we brought from the United States sixty thousand, forty thousand and fifty thousand of the very best class of American citizens. They at once became loyal British subjects, and they brought with them, according to the census returns in settlers' effects and gold, $52,000,000, and they invested in land, mills, collieries, industries and businesses of different kinds not less than $350,000,000. If he (Mr. Foster) had told his hearers that of these millions a large proportion was used for building the Grand Trunk Pacific railway, which has rolled the map of Canada over a hundred miles northward; if he told them that we were deepening the canals and in a thousand different ways have so improved the condition of things that this miracle has been performed, that our trade in twelve years has increased from $230,000,000 to $650,000,000, (loud cheers); if he had told that out of these millions we have relieved the Mother Land of the necessity of an expenditure for the maintenance of garrisons at Halifax and Esquimalt, for if we have become a nation, we are a nation under the British crown, and should as far as possible maintain our own military expenditure and so, if we can relieve the Mother Land. (Applause). If Mr. Foster had told of these things he would have presented a true picture. More than that, I can claim that when the revenue was buoyant under the Liberals we have in spite of expenditure been able to accumulate $113,000,000 in surpluses and we have been able to do this and the burden never was felt by the Canadian people.

### No Undue Expenditure.

"There is not a man in this audience who can respond to this appeal of Mr. Foster's, for there is no man in this audience who has felt the pinch of taxation or undue expenditure. The revenue was buoyant, but if things change, it will be our duty to decrease the expenditure greatly and bring it on terms with our revenue as we have always done. Let me remind you of this, and there is no government in the world, whether of Canada, of Europe, of America, or elsewhere, but can spend more money than it has spent, and for a legitimate purpose. (Applause.) At the very moment that Mr. Foster talks against our lavish expenditure, he goes to Prince Edward Island and promises a tunnel which at the lowest estimate would cost $10,000,000. That is not bad for a man who preaches retrenchment.

### The Tariff Question.

"Now I pass to another topic. It is said that we have gone back on our principles; upon all the planks which formed the platform of 1893. The most important, no doubt, was the plank upon the tariff. We denounced in no measured terms the tariff of that day. We denounced in no measured terms the once famous National Policy, once famous, but now dead, buried and forgotten, as dead as Julius Caesar, as deeply buried as though it were at the bottom of the sea, and as forgotten as the pledges of Mr. Foster on prohibition. (Laughter.) We denounced the principle of the national policy on universal protection. Our policy was a tariff based upon revenue, and when we came into office we put these principles into the form of a new policy. Now, it is said that the policy we adopted was simply a desertion of our principles, that it was simply taking for our uses the garments of the Conservative party. God forbid that we should do anything of the kind. (Laughter.) When the Conservative party tell us that to-day it is simply an afterthought, because when Sir Charles Tuppper heard the new policy of the Liberad party introduced by Mr. Fielding, in the session of 1897, he said that Mr. Fielding had killed the national policy and ruined Canadian industry. Sir Charles Tupper spoke half a truth when he said it would kill the national policy. That was true, and Mr. Fielding must plead guilty to that matter. If he was charged with it he would probably answer in the words of the old Roman, who said: 'I swear I have saved the country, let us go and thank the gods.' (Applause and laughter.) Mr. Fielding killed the national policy, but what has been the result? The result has been the policy you see today, the policy that has made the country prosperous.

### Reformers Not Revolutionists.

"It is true, however, that we did not rush into radical reform. We are reformers, not revolutionists. We did not dare to revalutionize the policy of that day; we were content to improve it gradually. I received in the campaign of 1896, when we were about to go to the country, a reply from Sir Oliver Mowat, to a letter I had sent him. Sir Oliver wrote: 'We are, I believe, at one with respect to the tariff. I think with you that the introduction of the prospecive system was a mistake on the part of our people. But you, like myself, are a reformer, not a revolutionist, and you recognize the necessity of legislation on the tariff being gradual and cautious. Adopting that policy I am glad that you see your way in the meantime to changes which will be a relief to our farmers and at the same time will not injuriously affect, but will rather benefit the manufacturers and their workmen.'

### Transportation Achievements.

"Let me say something of what we have done. It is not my inclination nor is it my practice on any occasion to withhold from my opponents approbation to which they are entitled. During the eighteen years that the Conservative party were in office, I gave them credit for the placing in execution of a great idea—that is to say, the building of the Canadian Pacific railway. I do not approve of the terms on which it was built. The terms were, to use an expression of Mr. Foster, 'criminally extravagant'—not only extravagant, but criminally extravagant, in regard to the grant of lands made, the exemption from taxation and the upholding of a monopoly against competition. All these were features which belittled the usefulness of a useful measure which I give them credit for having initiated and carried out. But from the week the Conservative party had built the Canadian Pacific railway, they fell asleep. (Laughter.) They did not rest on their oars, but fell asleep, and for year after year let the country drift, until in 1896 we were in a most deplorable condition. As you know, the condition Canada was in was most deplorable. They had to deal with a most important and dangerous question. But that is past history, and I will not review it. But what was the condition of Canada economically? Trade was stagnant, manufacturing especially was stagnant; something had to be done, and we undertook to do it. We thought that the policy which would be essential to the progress of the Canadian people was the policy of transportation. (Cheers.) We pledged ourselves to that policy. We have been twelve years at work on it, and we have not finished. We built the Crow's Nest Pass railway, which brought all the wealth of mineral, especially in coal, in southern British Columbia to the doors of the people of the western provinces. We have brought the Intercolonial railway to Montreal. Then we undertook to deepen the canals. We finished the deepening of the canals in three years, but this was not sufficient. We had afterwards to improve the harbors of Ontario, as we are now doing at Colborne, and we had to make new ones. We had to improve the harbor at Montreal, and last but not least, the channel from Montreal down to the sea. We have done that, and the channel below Montreal is as secure as the streets of Montreal themselves. The result is that commerce and trade are going through a Canadian port and down the channel of the St. Lawrence, and today the merchants of Boston and New York are bewailing that part of their trade is now going to Montreal. (Cheers.)

### Grand Trunk Pacific.

"One question we have given the greatest attention to, which we have considered more seriously than any other because it means much to the people of Canada. That is the building of the new Transcontinental railway, the Grand Trunk Pacific. When we framed that measure we were attacked by the whole force of the opposition; they rushed upon us to tell us to stop. I am proud of that railway. One section of the road is complete and in operation, that from Winnipeg to Battle river, a point in Saskatchewan. You are told that we told you this railway would cost $13,000,000 of the Canadian people's money, whereas you are now told it will cost $200,000,000. This is a most unfair, and I should say, dishonest statement on the part of the opposition. What we said was that we had made a contract with the Grand Trunk Pacific company whereby we were going to build a railway from Moncton to Winnipeg and the company was to pay us 3 per cent. upon the expenditure. That was the arrangement and if the railway costs one, two, three, ten or a hundred million what we paid out will be recouped by the G. T. P.. We stated that plainly and we stated that we would give them nothing but a lease for seven years, and those seven years represented in a measure the amount which absolutely comes from the pocket of the Canadian people. We stated that it would be thirty millions of dollars. I believe now we should increase our calculations. It will cost a little more than that, but when the Conservatives say it will cost the Canadian people $200,000,000, why the figures are preposterous. We may advance money, but the money which we will advance will be recouped, every cent of it, except for seven years' interest."

### The Railway Commission.

Premier Laurier at this stage made his announcement as to the construction of the Hudson Bay line.

"We have undertaken the construction of another railway—the Hudson Bay railway. The Hudson Bay railway, I am sure, does not appeal very much to the people of Welland county. It concerns more the people of the west. But I say to you, gentlemen of Ontario, and you will agree with me, that what concerns one portion of the community concerns every part of the community. (Cheers.) And you men from Ontario, you are ready to bear your share of the burden which will be necessary to help the citizens in other parts of the country. (Applause.) But you will not be called upon to do anything upon that, because we have provided that this railway is to be constructed out of the receipts from land which is set apart for that very purpose.

"Now, we have come to the conclusion that this railway is a necessity owing to the condition in which our fellow-citizens in the west are placed. This railway will give an alternative or optional route. At the present time all the wheat as soon as it is tracked is sent out to Lake Superior. We want to provide another railway by Hudson's Bay. There will then be the present route and the Hudson's Bay route, and the man who raises wheat and cattle will have two outlets for his production.

"We have been asked: 'Are you not going to hurt the trade of the St. Lawrence if you do that?' Oh, ye of little faith, the trade of Canada is too great even for these two outlets. What we see coming will be more than sufficient for both the St. Lawrence and the Hudson Bay routes.

"We have come to the conclusion that the time to build this railway is now; not to-morrow, but now; and now we have surveyors in the field looking at the condition of the country and preparing plans for us, which we shall be prepared to put into execution as soon as we receive them.

"The government will build the railway, or rather sombody will be entrusted with building it for us, but, whatever we do, all the terminals and all the elevators shall be built by the government, and retained under all and every circumstance by the government, so as to insure the largest measure of benefit possible to the Canadian people in the Northwest provinces."

Continuing, Sir Wilfrid said: I should speak also of another problem connected with transportation which deeply concerns such of the farming community as there is here, that is the railway commission. Men there are amongst us who believe that the government should own and operate all the railways. This is not my view. I do not think that we should operate the railways which carry the traffic of Ontario, the Grand Trunk and Canadian Pacific, but I believe that we should take measures, and we are taking measures to have the railway transportation supervised and controlled not by the companies but by authority appointed by the government, and this is the purpose for which we have established the railway commission. You know, gentlemen, the benefit which you have already received from that commission. If you have a railway-crossing difficulty with a railway, or if they are overcharging you freight you have a commission which will come on the spot and give you the relief to which you are entitled. There are some people, like my friend W. F. Maclean, of South York, for instance, who think we should have a two-cent fare by legislation. We think that is not possible yet; because the conditions in Canada differ materially from those in the province of Ontario and other provinces, and we have given the control of all those affairs to the railway commission. That commission has taken steps toward giving a two-cent fare.

### Twelve Years of Advance.

"These, sir, are some of the past things we have done, and I have told you also of some of the things we intend to do. We have been now for twelve years in office, and I believe we can say with truth that these twelve years will show more advance in the history of Canada than any other similar period. Great Britain is compassed to-day by what may well be said to be a galaxy of young nations, and amongst those daughter nations, Canada, all agree, holds first rank. (Cheers.) I don't pretend that this is the culmination of the last twelve years or can it be claimed as the work of the party in twelve years. It has been the work of generation after generation of Canadians, but I think I can claim that when the pages of history are unfolded to the eyes of the future generations it will be regarded, that though the generations which have passed laid the foundations, the supreme honor of crowning the edifice was reserved to the administration which you placed in power in 1896, the mandate which you renewed in 1900 and in 1904, and which mandate, I believe, you will also renew as soon as the bugles sound the call of duty at the polls. (Loud cheers.) I don't make any predictions as to the victory. I leave that to our opponents. They will do as they have done in the past, and we will do as we have done. They crow before election day and we commence to crow after election day. And among the list of victories I hope to see the names of Welland, so well represented by my friend, William Manley German. Manley in name and manly likewise in every particle of his whole body. (Loud and prolouged cheers.)"

### Rural Mail Delivery.

Hon. Rodolphe Lemieux, the speaker who followed Sir Wilfrid, made an important announcement in regard to the inauguration of rural mail delivery and collect in the future. The postmaster-general capped the climax of a particularly effective and eloquent speech by announcing the intention of the government to inaugurate, at once a system of free rural mail delivery throughout Canada, thus conferring a great boon to the whole farming community of the country. After briefly reviewing the history of the adoption of free rural mail delivery in Great Britain, France, Germany and the United States, Mr. Lemieux declared that hitherto the vital objection to the adoption of such a system in Canada had been the great cost involved and the comparative sparsity of the rural population, but with a post office surplus of $1,100,000 last year and the growing postal revenue the government now felt justified in taking another step in advance in the matter of postal reforms. After carefully studying the question for the past two or three years his department had now evolved a scheme of rural delivery and collecting by utilizing the present system of stage routes, whereby the rural population would be able to receive and post all ordinary mail matter at their doors instead of having to drive from two to three miles to the nearest post office for that purpose. "With the consent of my colleagues," he said, "I have determined to equip all the existing mail routes in Canada with rural delivery boxes under regulations to be published and enforced shortly. At the junction of every concession line with the main road the farmers will also be given the privilege of having boxes located for the receipt and collection of mail if so desired.

"The department has made all arrangements," continued Mr. Lemieux, "for carrying out this scheme and will at once proceed to operate it. I think the government can and will afford to pay the cost."

### A Splendid Record.

Hon. Mr. Lemieux also gave a cogent and succinct review of the splendid results achieved under the Liberal regime in the administration of the labor and the post office departments. Never in the history of the Conservative government, he said, had there been a surplus in the post office department. In 1896 there was a deficit of $700,997. Since 1903, under Liberal administration, the post office had produced a surplus every year, the grand total being $4,282,210, and this magnificent surplus had coincided with a substantial increase in the salaries of the postmasters, with a large increase in the number of post offices, with an enormous addition in the mail service and with a reduction in the postal rates. At the last session of parliament a bill was passed giving a one cent drop letter rate in the cities. The inland letter rate and the rate on letters to the United States was reduced from three cents to two cents, the letter rate to every portion of the British Empire was reduced from five cents to two cents, the rate on Canadian newspapers and periodicals sent from publishers in Canada to Great Britain and other parts of the Empire had been reduced from eight cents per pound to one-quarter of one cent per pound, and a reduction had been obtained in the rate of postage on British magazines and newspapers coming to Canada from eight cents per pound to two cents per pound. In the total mileage of mail routes there had been an increase of 44 per cent.; in the number of letters carried, an increase of 241 per cent.; in the amount of money transmitted by money orders and postal notes, an increase of 323 per cent.; and in the number of depositors in postal savings banks an increase of 31 per cent. In 1896 there had been a deficit of $781,152, and in 1908 a surplus of $1,101,827, a financial betterment of $1,882,979.

In concluding his address, Mr. Lemieux expressed the belief that a cheaper cable service between Canada and Great Britain was now feasible, and he advocated a cable rate of ten words for one shilling.

## THE NEW JOURNALISM.

The annual conference of the Institute of Journalists was held in Manchester a short time ago. A. F. Robbins, president of the institute, delivered his presidential address, taking for his subject "The Status of the Journalist." Dealing with the diminished influence of the press to-day, he asked whether it was not the case that, in these times as compared with forty years ago, there was more appeal to the immediate and less thought of the abiding, greater glare and slighter illumination, the generation of heat rather than of light, the sacrifice in too many cases of common sense to crude sensationalism, of the honest truth to the telling head line? And these questions did something to suggest the reason for the increasing distrust of the press, both in regard to its veracity and its discretion, which, as manifested in various directions, was a portent not lightly to be set aside, and one largely due to the lack of a true sense of responsibility shown in some journalistic quarters of note.

From the very nature of its varied demands, journalism, he said, was the most accessible of callings. It presented an open door to which talent was always welcomed, and it had so many phases that the application of any rigid test for entrance was very nigh impossible.

But those who wished well to their craft would not be satisfied until something systematic was attempted to raise the status at the very first step, to decline to acquiesce in the old rule-of-thumb method of free and easy admission, and to endeavor in association with the universities and other great educative agencies to make a profession of what heretofore had been largely regarded only as a calling. To do this, however, one highly practical point would have to be reckoned with: if the entrance to the practice of journalism was not to be haphazard, the continuance therein must not be chance medley. There must be some sense of security of tenure, such as obtained in the brightest times of British journalism, but had been largely obliterated in the more recent struggles for circulation, since the best men would work their best when relieved from the daily fear that personal caprice or proprietorial love of change might suddenly place them in the street. But how were these ideals of a heightened and strengthened profession to be attained? Not by the success of individual journalists, but by the organized efforts of them all.

## A NORWEGIAN FISHING STORY.

One need not go to America for every tall story. For example, the Novoe Vremya says that a Norwegian fisherman has fitted up a telephone apparatus on his boat which enables him to hear the fish approaching, and even to make a guess at their number.