

offshoots which, under the exemptions of the C.P.R. has sheltered itself from the payment of local taxation in some of the struggling cities of the far west, in which it holds building lots at ransom prices. Mr. Scarth's interests are therefore in direct opposition to those of Winnipeg trade, and when we look over his record, it does not improve his recommendation in that respect. From a roadside station agent on a Highland Scotch railway, through a career of land dickering to the management of a huge land-owning corporation, is not the training to fit a man for representative of a growing democratic trade centre of the west.

Since he came among us Mr. Scarth has shown no particular traits suitable to a trade representative. In fact, his utterances have shown an inordinate and even sucker-like faith in Sir John A. Macdonald, to whom he looks for justice to this Province in the railway monopoly matter, and doubtless he has equal faith in his omnipotence to abolish early frosts, smut in wheat and many other evils. This, and an unpardonable eagerness for parliamentary honors are about the only remarkable points he has yet displayed. While therefore we commend the selection of a Conservative convention for North Winnipeg, in South Winnipeg the selection made is about as bad as it could be on the part of the convention, and so far as Mr. Scarth's aspiring to represent a Winnipeg constituency, we consider that a piece of unadulterated cheek on his part.

But the great question now before the electors of Winnipeg is: What platform do the nominees of the Conservative convention stand upon? As yet the party have issued none, and an effort made at the convention by two prominent merchants to get passed a resolution in favor of provincial railway rights was promptly declared out of order. The convention it was stated was called to nominate two parliamentary candidates and there its duties ended. Even the candidates after nomination were anything but explicit, Mr. Drewry hinting very indefinitely at provincial rights, declaring that he acknowledged no local party leader, and Mr. Scarth contenting himself with a reiteration of his unitarian faith in Sir John.

The whole platform of party and candidates is still contained in the word "CONSERVATIVE," which may mean a blind support of Mr. Norquay and his colleagues

through all their legislative crookedness, or it may mean only the unitarianism of Mr. Scarth, and a shut your eyes, open your mouth and swallow policy, in which the glory of a political chieftain, and the utter disregard of provincial commercial interests will be combined. But on the other hand it may mean a truly patriotic platform, in which national honor and local interests, commercial and otherwise will both receive due consideration. Whatever the platform of the party and candidates is, we wish to know it, and we believe we speak the mind of a large proportion of the best citizens of Winnipeg when we say that we must know it and approve of it, before we can support it. People in this city are not prepared to go blindfold into a provincial contest, and many prefer to support a candidate, who is not personally what they would desire, but with a distinct platform on which to base his claims on their suffrage, to one personally much more desirable, but bound by no political creed except what may be drawn, perverted or misconstrued from the empty name of party. Besides, the day of following men has passed in Manitoba, and the people must have principles and measures to lead them. Winnipeg Conservative candidates and party had better take this hint, and trot out their proposed measures and principles of a platform. They have one good man in the field, and they handicap him when they enter him for the contest with such a political haze hanging around him.

A JOURNALISTIC PIG.

We have all heard of Paddy's perverse pig, which started off for Kinsale, when he wanted to drive it to Cork, and for Cork when his desired destination was Kinsale. The traits of this historic animal are fully developed in the *Tribune-Review* of Portage la Prairie, especially when the latter requires a substitute for logic or argument. On the subject of discriminating freight rates on the C.P.R. this journalistic pig has been making great floundering of late, in spite of the sensible guidance offered to it by THE COMMERCIAL and a local contemporary possessed of some sound judgement. In its issue of the 18th the animal has plunged into the filthiest mud of deliberate falsehood and slander regarding the merchants and Board of Trade of Winnipeg. The valuable public services of the latter are not appreciated by the brute. But

then that is nothing wonderful. Pears are also of value, and there is a wise saying about the folly of casting them before swine.

The latest craze of this journalistic porcine is to make its few readers believe that the concession of 15 per cent. off western freight rates granted by the C.P.R. managers is the very opposite of what the Winnipeg Board of Trade have been asking. That is, we judge, that this is its piggish intention, for, like all other pigs, its movements are erratic if not incomprehensible, unless when it is making a bee-line for the Norquay Government feed trough, and then they are unmistakable. The utter folly as well as falsehood of this statement is so apparent, that we do not require even to deny it.

Its "pigship" on the 18th inst., says of this freight rate concession that it is "precisely what we (the porcine) wanted so far as Portage is concerned." Further on; it grunts out that we (the porcine) "owe a debt of gratitude to the C.P.R. officials in Montreal, for the spirit of fair play which actuated them."

Pigs will make blunders and this Portage one is no exception. It has forgotten to find out if Portage is included in the other important points west of Winnipeg which are to share in the reduction, and it will no doubt utter a wild grunt of astonishment when it discovers the truth, that the town is left out.

That Portage la Prairie and other towns of the west are not to participate in this reduced freight tariff we consider a great injustice. But for all that the fact stands that the concession is only to Winnipeg, Brandon, Regina and Calgary. That other towns in Manitoba are left out, is due to the piggish proclivities of such journals as the *Tribune-Review*, which are at present so anxious in looking after the Norquay Government swill-barrel.

The Government feed receptacle is at present being rehooped and repaired generally, to try and make it hold in for another four years, and the *Tribune-Review* has been so engrossed with this work of patching up that it has never given the slightest attention to the question of freight rates for the town it is printed in. Eighteen days after a reduced freight table is in force, it publishes its blissful ignorance of the fact that its own town is excluded from the benefits of the same. But then pigs are drowsy brutes