

LET EVERY VOICE BE POLLED ON MONDAY NEXT

THE KEYNOTE IS DEVELOPMENT

Hon. Frank Oliver Delivers Statesmanlike Speech to Audience at Lloydminster.

Lloydminster, Oct. 19.—Hon. Frank Oliver addressed a crowded meeting here this evening and a splendid reception. Bramley Moore, president of the Liberal association for the constituency of Victoria, Alberta, occupied the chair and was supported on the platform by H. C. Lisle, member of the provincial constituency of Lloydminster in the Saskatchewan legislature, J. P. Lyle, G. P. Chambers, E. J. Ashton and Geo. Orange.

Mr. H. C. Lisle, M.P.P., who was the first speaker, remarked that at a recent meeting of the opposition candidate, Mr. Miles, the chairman, extended the Conservative party, and said it was to the Conservative party they owed celebration. Any one who had read Canadian history would, however, know that such was not the fact. Confederation was brought about by the co-operation of both parties in the different provinces, and the first Federal government was a coalition government composed of members of both parties. Mr. Miles also said they owed all the good laws to the Conservatives.

He could not for one moment admit that this was true, but even if it were true, the good laws of the Conservative government did not have much influence on the condition of Canada. Administration of the laws was even more important than the intrinsic value of the laws themselves, and if they cast their minds back to the time of the Conservative government, they would find that the administration had been by no means excellent. When the Conservatives were in power Canada was reduced to the lowest state of poverty and distress. Everything they had to buy was much dearer than at present. Everything they had to sell was very much cheaper. The transportation charges were simply frightful, and the farmers who were ground to the earth. Many who could raise sufficient money sold their farms and departed. When Sir Wilfrid Laurier was elected in 1896, the sun seemed to shine on Canada, and thereforth there was prosperity. He believed that if they continued the Liberal party in power they would have a continuance of good times. Subsequently, the speaker paid a tribute to Mr. Champagne, of the Battledore division, and showed that he had proved his worth in the local house, and was a candidate who would work hard and persistently to advance the interests of his constituency.

The chairman, in introducing Mr. Oliver, remarked that at a recent Conservative meeting, Mr. Miles said he could not see how a man could vote Liberal when he considered the maladministration of the public lands. Mr. Oliver was responsible for the administration of those lands, and he did not think Mr. Oliver would be afraid to make plain to them his administration. The minister of the interior, who was loudly applauded, on raising to speak, referred to the fact that he was addressing a meeting on the confines of that two constituencies of Battledore, Saskatchewan, and Victoria, Alberta, and said it was rare that a man had the opportunity of addressing the electors of two constituencies at the same time. This circumstance precluded a possibility

of framing his remarks to suit a special locality, which was the practice of Conservative speakers. What he had to say was for one part of the country as well as the other. It was the custom of his opponents to discuss in each locality matters that were least known, and in respect of which their auditors had not the information to check up their statements. He, however, discussed questions that were best known and were most interesting to them, and he asked them to judge the government not with what somebody else told them, but by what they knew of their own knowledge. If they found the government was not worthy of their trust, then he did not ask them to support it, but if, on the other hand, so far as their knowledge went, the government had been fair and square in their dealings with them, then he asked them to vote accordingly.

Develop the West.

Mr. Oliver explained that the government's policy was to develop the west, because in the west Canada had room to grow. The Conservative party had tried to build up Canada by favoring certain interests in Eastern Canada. This policy had failed, and it failed because it was an unsound method of attempting the task. The Conservative government's policy for Western Canada was to develop the country, and the Liberal government had done its best work in breaking it, and in bringing the whole of the railways under government control. The Liberal government intended to continue its efforts for railway development and

(Continued on Page Three.)

JUDGES ACCUSED OF A DESPERATE PLOT

Toronto News Discovers What It Alleges to Be an Attempt to Stuff the Voters' Lists in East and West Algoma—Minister of Justice Pricks This Newest Departure in Slender Campaign.

Toronto, Ont., October 19.—Because of representations that there have been irregularities in connection with the voters' lists in the unorganized districts of East and West Algoma, the Ontario government has ordered a special investigation. The Ontario government has ordered a special investigation. The Ontario government has ordered a special investigation.

This was the reply of Hon. A. B. Aylesworth, in the course of an interview tonight bearing on an article appearing in the Toronto News, accusing the Liberals of having been guilty of attempted stuffing of the voters' lists in East and West Algoma. "If there has been any desperate plot," commented the Minister of Justice, "it has not been on the part of the government, but on the part of the judges, to whom fell the duty of preparing the voters' lists in East and West Algoma. Apparently what is complained of is that in certain cases two judges did not agree with the opinion of the third, and, as is the case of all courts of law, the opinion of the majority of the court was followed. "Under the act passed last session the board of registration, consisting of three judges of the locality, was constituted for each constituency in Ontario which had no municipal organization. These boards appointed as many enumerators as were necessary for the district. It was the duty of the enumerators, under the supervision and in accordance with the directions of the three judges, to prepare the lists for the unorganized portions of each electoral district. All appeals from any enumerator were to be tried by any judge and the Ontario law regulating the preparation of voters' lists was to be followed.

Abruzzi Soliciting Aid.

Turin, October 21.—The Duke of the Abruzzi, who mysteriously disappeared, exciting some comment, has been visiting the Princess Clotilde, aunt of King Victor Emmanuel, at the Royal Chateau in an effort to enlist her aid in his love affair.

Uxbridge Girl Burned to Death.

Uxbridge, October 21.—The residence of Charles Jackson Hill, near here, was destroyed by fire last night. His grand-daughter perished in the flames.

TWO ELECTIONS BY ACCLAMATION

Hon. L. P. Brodeur in Rouville, Que., and W. F. Maclean in South York Unopposed.

Toronto, October 19.—There were few surprises in the nomination day proceedings throughout the Dominion. Only two members were returned to the House of Commons by acclamation—Hon. L. P. Brodeur, in Rouville, Quebec, and W. F. Maclean, in South York. It was anticipated that Sir Wilfrid Laurier would not be opposed in Quebec East, but at the last minute a candidate appeared in the person of Dr. Fiset. The Quebec Conservatives appear to be very badly demoralized, no less than a dozen men having withdrawn their names from the party's list of candidates since Thursday, though their places are being taken up by stop-gap candidates. There are still three seats in Quebec—Lewis Drummond and Arthurskerville and Millsbourne—in which the Conservatives are running. In Ontario there was but one withdrawal, that of H. C. McMillan, who was running as an Independent Liberal in Prince Edward County. This leaves the field to J. O. Alcorn, Conservative, and Dr. Currie, Liberal, and makes certain a very close contest. In this province, Liberals have swept South, Ontario, London to Labor candidates and West Toronto and East Toronto to Independent candidates. In all the other constituencies the fight is a party one, with a few third party candidates running for election.

W. F. Maclean is, therefore, the only election by acclamation in Ontario, and the Liberals say he is more of a thorn in the side of the Conservatives than anything else, and has distinguished himself by refusing to take part in the slander campaign of last week. As a result of the Protemence nomination speeches, Dr. Edwards will bring an action against Meizar and Avery for slander. These two Conservatives included in many of their allusions at the meeting today. No Liberal is running.

Liberals Strong in Quebec.

Montreal, Oct. 19.—The nomination day will dispatch special constables to a particularly strong position, not only throughout the district of Montreal, but throughout the province of Quebec. It would be difficult to overstate the splendid work done by Sir Wilfrid Laurier during the past few days, especially as his campaign was devoted almost entirely to the work that the present government had done in the course of an interview tonight bearing on an article appearing in the Toronto News, accusing the Liberals of having been guilty of attempted stuffing of the voters' lists in East and West Algoma.

AN AIRSHIP LINE TO NEW YORK.

The First of its Kind in the Entire World to Begin Soon.

Boston, October 21.—The giving of a contract yesterday for a dirigible balloon to cost about \$7,000 to Captain Thomas S. Baldwin, inventor and builder of the dirigible balloon recently sold to the United States government, marks the first step taken by the Aerial Navigation Company, of which Charles J. Glidden is the leading spirit since the company was incorporated some months ago for the purpose of operating an aerial passenger and freight line to New York.

Uxbridge Girl Burned to Death.

Uxbridge, October 21.—The residence of Charles Jackson Hill, near here, was destroyed by fire last night. His grand-daughter perished in the flames.

A Serious Collision.

Newton, Kan., October 21.—Engineer David Roberts was killed and twenty-two passengers were hurt when a train from Atchison, Topeka and Santa Fe train No. 17, west bound, which left Kansas City last night, collided head-on with an extra stock train east bound, near Bradook, 13 miles east of Newton, early today. Roberts was engineer of the stock train. None of the passengers, it is believed, are fatally hurt. The accident was caused by the crew of No. 17 running by a block signal. Forty head of cattle were killed.

UNSPHISTOATED PUBLIC

How It is Lured to Purchase Wall Street "Securities."

New York, Oct. 21.—Revelations of the inner secrets of the vast stock gambling pool, showing how the unsophisticated public is lured into investing its savings in Wall street "securities" constituted most of the interesting disclosures at the trial today of Charles W. Morse, the former ice king. Morse, as vice-president of the National Bank of North America, is accused, together with Alfred H. Castle, the man he made president of the institution, of violating the federal banking laws and to that end conspiring with Curtis against the United States. One of the specific charges against him is using the funds of the bank to gamble in stocks. In an effort to prove that, United States District Attorney Sisson, for the prosecution, today laid bare all the details of the great ice pools of 1905 and 1906 which Mr. Morse managed.

LIBERALS WILL CARRY THE ISLAND PROVINCE

Are Confident of Redeeming Queen's County—They Will Likely Carry Prince County, and in King's the Liberal Candidate Cannot Be Beaten.

Charlottetown, P.E.I., October 21.—The last days of the campaign and the Liberals optimistic, enthusiastic and united. The generous manner in which the province has been treated as to public works, railways extensions and improvements in all services has made the people grateful towards the government, whose general progressive policy is heartily endorsed.

In Queen's County at the last election, Messrs. Warburton and Prowse entered the field at the last moment, no joint meetings were held, and the Liberals were completely and inevitably defeated. Now the prospects are far more favorable, with the same candidates again in the field. Gains are reported from every point. Charlottetown is in better shape than at any time since the last election, and the government will be sustained in Canada.

Liberals are confident of redeeming Queen's, the Conservatives being outwitted, in some cases, one of the two seats.

Prince County, which sent all Liberals to the local legislature, but a Conservative—A. A. Lefurgey, of western front fame—to the legislature, is rallying around Mr. Richards in great style. The general opinion is he will be elected if the Colchester methods can be checked in time.

In King's there is a determined set made on Mr. Hughes, the only Liberal from the island in 1904. His opponents hoped to have brought about his political ruin some weeks ago by bringing a case in court against him for breach of the independence of Parliament, but so far they have made nothing out of it. Mr. Hughes has been so exceptionally active in good work for his constituency that King's will not prove ungrateful. His opponent, Mr. Fraser, is no match for him on the platform, and meetings are successful for the Liberals. The government side predict a clean sweep, but the Conservatives hope to break even.

The provincial legislature dissolved today. Elections will be held in November 18. Before dissolution the parties in the local House stood: 24 Liberals to 5 Conservatives.

Washington's Statue Destroyed.

Lugano, Switzerland, October 21.—During last night a bronze statue of George Washington was removed from the top of a monument on the quay here and it is believed thrown into the water by vandals. The inhabitants of the town are indignant at the outrage. The statue was made in 1851 for the country home of an American resident, subsequently it was purchased by the municipality.

Decorated Nelson's Monument.

Montreal, Oct. 21.—The army and navy veterans' decorated Nelson's monument here in commemoration of the anniversary of the battle of Trafalgar. The local monument was the first in the world.

LAURIER SAYS SIXTY MAJORITY

Inspiring Reception Accorded Prime Minister in Montreal—Spoke in Sohmer Park.

Montreal, Oct. 20.—Sir Wilfrid Laurier arrived in Montreal from Ottawa this evening and was given an enthusiastic reception by thousands of his supporters. Over fifty Liberal clubs took part in the demonstration and the McGill and Laval students turned out in force. The premier was escorted from the Windsor hotel to the Monument National and thence to Sohmer park. All along the route there were brilliant displays of fireworks and thousands of people lined the streets to witness the scenes. At the Monument National, a big crowd had gathered and was briefly addressed by the premier. At the park there was another big gathering, which was also addressed by the premier.

In his address, Sir Wilfrid claimed that the results of the elections would give the government a majority of 60 in the new House. He claimed that they would get a majority in British Columbia, Alberta, Saskatchewan and Manitoba that they would hold their own in New Brunswick, win Colchester in Nova Scotia and get a substantial majority from that province as well; that they would reverse the representation of Prince Edward Island; keep their vote in Quebec and might even have a majority in Ontario.

MACINNIS TO BE GIVEN A GREAT RECEPTION

The Liberal Candidate in Vancouver Places His Case Before the Electors and Makes Many Votes by His Masterful Address—The Four Candidates Speak.

Vancouver, B.C., Oct. 19.—Under the auspices of the Trades and Labor council the hottest political meeting of the campaign took place tonight at the opera-house, all four candidates speaking and drawing lots for precedence. Interest was so keen that even though the doors did not open till 7 o'clock a large crowd was outside the theatre at 5.30. The place was packed when the meeting commenced, even the stage and orchestra pit being filled. Probably two thousand five hundred people were in the house.

Fighting Joe Martin drew for the first speech and made a favorable impression. Kingsley, the Socialist candidate, was second and was not taken seriously. George H. Cowan, the Conservative candidate, spoke third. W. B. MacInnis, the Liberal candidate, got a splendid reception and speaking last was able to make telling points against his political antagonists.

The opinion after the meeting was that he had gained many votes by his masterly address and powerful oration. Speakers were allowed forty minutes each and were warned by the chairman, Harry Cowan, of the Trades and Labor council, not to indulge in personalities, but to explain why each should receive the vote of the working men.

Washington's Statue Destroyed.

Lugano, Switzerland, October 21.—During last night a bronze statue of George Washington was removed from the top of a monument on the quay here and it is believed thrown into the water by vandals. The inhabitants of the town are indignant at the outrage. The statue was made in 1851 for the country home of an American resident, subsequently it was purchased by the municipality.

Decorated Nelson's Monument.

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Princess of Wales Presents Banner.

Toronto, Oct. 20.—Incidental to the presentation of the Honorary Degrees to Lord Milner, at the Toronto University this afternoon, there was another interesting ceremony. On behalf of Her Royal Highness, Princess of Wales, Sir Mortimer Clark presented the university with a handsome banner in commemoration of the bicentenary celebration at Quebec last July, at which the Prince was present. It is understood the banner is intended as a mark of appreciation of the many messages conveyed to her of love and respect by the prince, on behalf of the people of Canada.

WEST STRONG FOR HON. FRANK OLIVER

Conservative Meeting at Morinville Developed Very Marked Liberal Sentiment—The Same is the Case at Legal—Splendid Meeting at St. Albert Last Night Addressed by Senator Roy and Hon. C. W. Cross.

The western portion of the Edmonton constituency will give Hon. Frank Oliver a substantial majority. The reports received during the week indicate this. The last week of the campaign sees remarkable activity that portion of the constituency immediately west of the city. The far western section covered by Hon. Mr. Cross, John A. Macpherson, M.P.P. for Stoney Plain, and James McGeorge, of Edmonton, last week.

At the Conservative meeting at Morinville, Tuesday evening, Lucien Dubuc and H. A. Mackie, of Edmonton, spoke in Mr. Hyndman's interests, while Omar St. Germaine, of Morinville, Milton Martin, J. E. Theriault and G. Koerman, of Edmonton, represented Hon. Frank Oliver.

There was an attendance of eighty people. Mr. Teller was chairman. The Liberal speakers were assigned a certain number of minutes in which to present their case, while Mr. H. A. Mackie occupied over an hour and a half in relieving himself of his excess of words and minimum of facts. But despite the fact that Mr. Mackie closed the meeting and despite the fact that the Liberal speakers were promised to disclose to the meeting the awful carnival of corruption carried on by the Liberal government, the unparalleled looting of the public domain and the maintenance of scandalous and malicious schemes, he elicited practically no applause. After waiting for over an hour in the hope of hearing some of the promised disclosures, which the speaker had failed to make, a gentleman in the audience rose and reminded them he had been waiting for over an hour to hear the promised revelations, and not one word having been vouchsafed he was tired and intended to retire. He forthwith left the hall, and with him went many others. The speaker thereupon hurriedly closed his address to prevent a general stampede of the audience for their homes.

The whole meeting was decidedly Liberal. Mr. Koerman announced that a German meeting would be held in Morinville the last of this week.

At the Conservative meeting at Legal last night, Messrs. Theriault and St. Germaine opposed Messrs. Mackie and Delavault, and, like Monday night, the meeting was all Liberal.

St. Albert Rally.

An enthusiastic Liberal meeting was held at St. Albert last evening, which was addressed by Senator Roy and Hon. C. W. Cross. The meeting was held in Dawson's Hall and was attended by over 150 electors. Mayor

hoped to have brought about his political ruin some weeks ago by bringing a case in court against him for breach of the independence of Parliament, but so far they have made nothing out of it. Mr. Hughes has been so exceptionally active in good work for his constituency that King's will not prove ungrateful. His opponent, Mr. Fraser, is no match for him on the platform, and meetings are successful for the Liberals. The government side predict a clean sweep, but the Conservatives hope to break even.

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The motley gang of toughs, hoboes, loafers, bums and jail birds were organized in Mr. Haggart's behalf, quite as much as any of his committees are, and they were paid for their services out of blood-money swatted from the hotel-keepers of this town by Mr. Haggart's law partner. The ringleader of the mob made himself very conspicuous. He was evidently proud of the distinction which had been conferred upon him, and gloried in displaying himself to the audience. He is a bartender, licensed by the license commission—the chairmanship of which Alexander Haggart outrages public decency by retaining after he

For Alleged Slanders.

Toronto, October 21.—A writ was issued today for \$10,000 by Frank Field, K.C., Cobourg, against Sam Field, K.C., Toronto, for alleged slanderous statements made in Northumberland at the nomination meeting.

Must Guarantee Oats.

Montreal, October 21.—Attorneys for J. A. Kevesque, member for Laval, have presented a motion to the effect that George E. Foster should be compelled to furnish security for the costs of his action against the former for \$500 alleged libel.

SIFTON SPEAKS IN CITY OF WINNIPEG

Immense Audience Hears Him. Organized Tory Effort to Break Up Meeting Fails.

Winnipeg, Oct. 23.—Thousands of people packed the Walker theatre to the last inch of space last evening, and at least half as many more were turned away when the biggest political gathering ever held west of Toronto, accorded the Hon. Clifford Sifton and Mr. D. C. Cameron, Liberal candidates for Brandon and Winnipeg respectively, an enthusiastic reception that was rendered all the more emphatic by the fact that an organized gang of loafers, swagmen and hoodlums, frequently interrupted from the gallery. Despite their pointless comments and noise, the rally was carried out, amid the greatest enthusiasm, in a manner that led many old campaigners to declare afterward that it never had been equalled in the West.

Mr. Sifton met all the slanderous charges that have been thrown at him, answering them fairly and squarely in a manner that left no doubt in the minds of his intelligent hearers. He discussed the issues of the day, and the record of the Liberal and Conservative parties, and through all his remarks there ran a current of sincerity that appealed to the audience.

Isaac Campbell, K.C., spoke briefly, and in his characteristically forceful and logical style, although he was shamefully hampered by the roughs in the gallery. The meeting was brilliantly closed by N. W. Rowell, K.C. of Toronto. Mr. Rowell did not hesitate to discuss the charges made against the Liberal party in general, and he handled to everyone's satisfaction the prayerful demand of one of the Conservative speakers at Tuesday night's meeting for the shade of Alexander Mackenzie to witness the present Liberal government's conduct, which that statesman deplored the slanders and narrow-minded conduct of the Tory Opposition of his day.

A Tremendous Crush.

Two hours before the time at which the meeting was to be called, crowds began streaming in from all directions, and by seven o'clock the seating capacity of the House was taxed to the limit. Ladies of classes with means and during the meeting they paid their share of tribute to the speakers.

When eight o'clock arrived, the very best of seats were taken up by men or women, and spectators even hung to windows and radiator. One by one the sight was even more stirring. Three thousand men and women clamored for admittance, and several times carried the guard of police ahead of them in their determined rushes on the doors. Once they reached the doors, however, they were forced to stop, for there was literally not another inch of room inside.

The organized attempt of the Winnipeg Conservatives to prevent Mr. Sifton from addressing a Winnipeg audience, was a most distinguished honor. No greater compliment could have been paid him. Mr. Sifton has been introduced and led with 40 horse-power and by the Tories to his town, and when he came here prepared to meet these attacks openly, and make his reply from the public platform, the crowds tried to prevent him from making his speech by hurling a gang of bar-room thugs and loafers to break up his meeting.

The Attempt Failed.

The attempt, of course, failed. Mr. Sifton delivered his speech, and how good a speech it was, how completely it covered the issues of the campaign, how thoroughly it met the mean attacks of which he has been the object, the public can judge from the verbatim report which is published in this issue. The net result of the incident will be to add to the public respect for Mr. Sifton and to the public contempt for his delayers, Mr. Haggart, who is one of the pleasure-loving gentlemen in the whole city, would repudiate vigorously any responsibility to him. But a candidate cannot entirely disassociate himself from the methods of his active supporters, and a large measure of discredit for the hooliganism of last night's proceedings must rest upon him.

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# THE GIGANTIC CONSPIRACY AGAINST RAILWAY COMPETITION

## The Traditional Allies Stand Hand in Hand to Hold Back Competing Roads and to Fasten the Tentacles of the Octopus on the Industry and Commerce of the Western Country.

The political situation in the West today bears on its face all the evidences of a gigantic conspiracy between the Parliamentary Opposition party and the Canadian Pacific Railway Company to throttle railway competition and fasten the monopoly of the C.P.R. on a broader range of Western country than it ever held before.

### The Allies.

For a quarter of a century the leaders of the Conservative party have stood in tacit alliance with the Canadian Pacific Railway Company; an alliance by which legislative and administrative favors were traded for political support; in virtue of which the party worked in Parliament for the benefit of the Company, and the Company worked in the country for the benefit of the party. This alliance has been continuously active, always aggressive. It extended and extended as far as the influence of the Company reaches, and as far as the power of the party in Parliament could be safely exercised.

### Consistent Hostility.

All this is in perfect accord with the policy Mr. Borden has pursued from the first. A year ago he presented to lay down a policy for the Opposition. It professed to deal with all the outstanding matters of public import. But none of its planks bore reference to the National Transcontinental or pledged its completion, early or late. In expression of that platform Mr. Borden spoke from the Atlantic to the Pacific, but his speeches did not better his platform in so far as the new road was concerned. For all the platform or the speeches said or implied the inference is logical and necessary that Mr. Borden entertains toward the eastern section an aversion constant and fundamental; that if given control he would not complete the road as it was begun, a possession of the people, or if forced to complete it would do so in such a dilatory manner that the primary purpose of its construction would be practically defeated.

### The Monopoly Breaker.

In this purpose the important section of the National Transcontinental is the eastern section. Unless that section is built the building of the western system could introduce competition between western points, but it would not be a complete whole.

### To Hold up the Hudson Bay Road.

The Hudson Bay railway is another scheme for "enlarging the spoils." And to this Mr. Borden has shown little more friendship than toward the National Transcontinental. It had no place in his platform. It received no mention in his speeches. His party in Alberta are pledged to reverse the policy of the Federal Government how long the road might be delayed by so doing. Every argument urged against the National Transcontinental on the ground of expenditure is equally an argument against the Hudson Bay road, for the Government is undertaking this too as a public owned enterprise.

### The C. P. R. on the War-Path.

Just because the eastern section is the section which would break its monopoly by providing competition through to the sea, the eastern section is the one which the C. P. R. is most opposed and against which that Company may be expected to continue to exert, as they have exerted, and do exert, their utmost endeavor. If they could prevent the eastern section being built there is no reason to suppose they would particularly object to the building of the western system, for the western system would then be only a feeder and distributor for the C. P. R. through line. But the eastern section promises not only to handle the traffic generated along the new western lines but will bid as well for the traffic which heretofore the C. P. R. has had at its mercy. The eastern section is the solution of the monopoly feature; hence against the eastern section the C. P. R. has most reason to wage war.

### Mr. Borden on the Same Trail.

Now it is against the eastern section that Mr. Borden wages war. It was against this he led his followers five years ago, and against it he leads them today. With the western portion he had and has comparatively little fault to find. With the eastern section he has every fault to find. It is against this section that he has launched his attack in the house three months ago. The ground he took was that the expense of it was more than the country could bear. That the expense was more than he or she would be did not try to establish, but stood simply on the principle that the country could not afford to "enlarge the spoils" for the western crop. In substantiation of that he quoted in a table of "cost of the eastern section" his estimate of

the bond guarantee of the mountain section, two thousand miles away. That this apparent hostility to the eastern portion was no accident was made plain when he proceeded to read and represent as the opinion of the London Economist paragraphs written from Ottawa by a correspondent openly asserted without denial to be on the pay-roll of the C. P. R.

It is against the eastern section that Mr. Borden leads his followers in the eastern provinces today. In towns and cities along the C. P. R. he inveighs against this work as a monument of Government extravagance. The Mail and Empire, his most vigorous newspaper champion, openly assails it as a road through the "northern wilderness." Followers listening to his language do not hesitate to construe it as an attack on the project as a project, and as implying a willingness to repudiate or handicap the project if he attains power.

Mr. Borden preaches a crusade for the delay if not for the abandonment of the eastern section of the National Transcontinental and the Hudson Bay railway—and preaches it at a time when the C. P. R. are girding themselves for a campaign of railway extension throughout the West. The C. P. R. say in effect that they are starting to reach out for the business of the western country by net-working it with feeders to their main line. Mr. Borden says in effect that we should delay construction of the government-owned competitors of the C. P. R. until the company have accomplished their purpose and established themselves throughout the settled and settling portions of the entire western country. Mr. Borden preaches delay in railway building when the C. P. R. are voting millions to extend their railway system. He calls upon the country to hold back from building competing railways when to hold back means to give the C. P. R. a free hand in the construction of lines which would minimize the benefits of the competing lines if it did not even give Mr. Borden a pretext for abandoning these altogether.

### Competition Delayed is Competition Denied.

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### The Logic of the Situation.

The logic of the situation is that should Mr. Borden obtain power the West may expect:

### 1.—The suspension, or practical suspension of work on the eastern section of the National Transcontinental; thereby producing a necessary and protracted delay in the extension of the western system.

### 2.—The rapid extension of the C. P. R. system throughout the settled portion of the whole West.

### 3.—The declaration from the Government that the West had all the railways it needed and that the eastern section and the Hudson Bay road were to be abandoned.

### 4.—The alternative announcement that the eastern section had been given up and that the Hudson Bay road was to be built.

### 5.—The abandonment of the Hudson Bay road.

### 6.—The abandonment of the Hudson Bay road.

### 7.—The abandonment of the Hudson Bay road.

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of the building of the eastern section of the Grand Trunk Pacific, which has been completed or delayed. C. P. R. monopoly would continue to rule supreme so far as the through traffic of the western country is concerned; Mr. Borden is preaching throughout the length and breadth of the eastern provinces that we cannot afford to build this road and that we should "call a halt," to use his own words. If the building of the Hudson Bay road were abandoned or delayed the C. P. R. would be barred from another competing outlet for a part of the season at least; Mr. Borden preaches that we have not enough money to build one outlet without starting another. While his hand plucks the Alberta carry a flag calling for the suspension of Federal construction.

By a new stock issue the Canadian Pacific company announce their intention of extending their system, either by the purchase of lines already built or by the construction of new ones. Delay in building the eastern section would hamper the G. T. P. in constructing their branch line system by making them for the time merely a feeder for the C. P. R., and thus enable the C. P. R. to extend their own system as suited their convenience or served their interests.

There is an unpleasant analogy between the circumstances of 1873 and those of 1908. Now, as then, we have a Liberal Government building a government-owned railway outlet from the western country to the Atlantic. Now, as then, we have an Opposition leader calling upon the country to "call a halt" on account of the expense of the undertaking, and handing out very equivocal declarations as to his intentions should he get into power. The government of 1873 was defeated and we have been paying for their defeat ever since. If the Government were defeated in 1908 what assurance have the public that the same thing would not be repeated? Nothing but the equivocal, very equivocal, declaration of a leader who falsified his calculations to prove the enterprise a hundred millions more costly than his own figures warranted; and who read as the opinions of a foremost financial journal the partisan babblings of a C. P. R. hireling.

Under the Conservative regime, 1888-1892, the total value of exports was \$100,000,000. Under the Liberal administration, 1892-1900, the total value of exports was \$177,776,044. Under the Conservative regime, 1900-1904, the total value of exports was \$263,959,922.

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transcontinental railway owned by the people. The road is completed today, has been completed for a generation. But that road does not belong to the people of Canada. It is the property of the Canadian Pacific Railway company.

How is this? Just thirty years ago the Government which was building the public-owned road was driven from power by the cry that the enterprise was too costly and would bankrupt the country. A Conservative Government succeeded then. The new government gave the completed portion of the road to the C. P. R. company—thirty-seven million dollars worth of property brought into being by the earnings of the people of Canada; they gave the company 25 million acres of land for taking the road, and 25 million dollars cash for taking the land.

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THE KEYNOTE IS DEVELOPMENT

(Continued from Page One.)

now proposed to build the road to Hudson Bay. (Applause.)

The Tariff Issue.

The Conservatives accused the Liberals of overtaxing the people. The bulk of the public revenue was raised by a tariff, and the issue between the two parties on this subject was that the Conservatives stood for a tariff for protection and the Liberals for a tariff for revenue.

"Our revenue," he said, "is today some \$70,000,000, but the burden on the people is not so heavy, because the tariff has been adjusted, and every one is paying according to his means. There may be a time when, in some countries, a protective policy is sound. I maintain, however, that the experience of Canada shows that the protective policy, as applied to her, is not sound. And that a tariff for revenue is the only policy under which Canada, as she is situated today, can succeed."

Mr. Oliver pointed out that Conservative candidates in Western Canada were trying to lead the electors to believe that their party was in favor of a low tariff. This was a gross misrepresentation and to show that he was, he quoted the statements of leading members of the House of Commons in the last two sessions of parliament. Many of these statements indicated that the Conservative party considered that the tariff on agricultural implements, binder twine, woolens, boots and other necessities should be raised, so as to give protection to eastern manufacturers.

The Land for the Settler.

The government's critics accused them of being untrue to their policy of "the land for the settler." A comparison of the present government's administration of the public lands with the administration of them by the late government, would, however, prove the foundationless character of this assertion. The Conservative government gave to railway companies 32,000,000 acres of land, reserved for railway grants the whole of the remaining unalienated sections, and gave only 6,000,000 acres to settlers. The present government had given 25,000,000 acres to settlers, removed the reservation on the unalienated odd numbered sections, and had granted not one acre to railway companies, but, notwithstanding this, was greater in the 12 years of Liberal administration, than in the 16 years of Conservative rule, and there was under construction in addition, three thousand miles more. The railway land grants made by the Conservative government, had placed the three prairie provinces under a tax of \$150,000,000, and in order that settlers might occupy the land, the money would have to be dug out of the soil.

Land for Settlers Only. Mr. Oliver showed that the recent opening of the odd numbered sections was a complete vindication of the government's policy of the land for the settler, and said that, notwithstanding the charges of having looted the public domain, the government had never alienated a single acre of land, save on settlement conditions. He then proceeded to justify the Saskatchewan

Valley land transaction.

"Our opponents have told you," he said, "that the government sold a tract of 250,000 acres at \$1 per acre, and that the Saskatchewan Valley Land Co. forthwith sold it out at \$5, \$6, \$7 and \$10 an acre, making an enormous amount of money. It is true that the government did sell the 250,000 acres at \$1 an acre, but it was plus settlement conditions, and the money far more than the \$1 an acre. The fulfillment of the settlement conditions, produced a benefit to the country far beyond the \$1 an acre. It secured the conversion to production of a vast tract which had hitherto been non-productive, and towns and villages sprang up along a railway, where the land had lain absolutely vacant without a sign of settlement for 15 years. When you are told that the government sold it at a dollar an acre, you are told what is absolutely false. It would be just as true to say that when a man goes into a government land office and pays \$10 for a homestead, that he has bought the 160 acres for \$10. The \$10 is a very small part of the expenditure for his homestead, and the price that the company paid in cash was a very small part of the expenditure which they had to incur, and was a very small part of the consideration that the government required at their hands. The government required settlement—the making of the area productive—and the company fulfilled the conditions, and received the land. The company made a profit, and I have no hesitation in saying to this or any other audience, that the men who put their money into this project—who paid a dollar an acre for land which the government had not been able to give away, and who were successful in inducing the settlement which took place—were entitled to any money they made out of the enterprise. (Cheers.)

Where Does Fault Lie?

"One would think you had never heard of people buying land at a low price and selling at a high. I was down the Soo line a few nights ago, and I had been along that line a few years ago, and it was then almost absolutely vacant with only a shack here and there. That land was bought from the C. P. R. at that time for \$2.75 an acre, with no settlement conditions. Today that land is worth anywhere from \$20 to \$30 an acre. Who is there to find any fault with any such transaction? The C. P. R. sold the land at its market value at the time, but the men who bought it had made an enormous profit out of it. Is that any discredit to the C. P. R. for not having held out until the price went up, or is it any discredit to the men who made the money out of it? Does not everybody know that if the C. P. R. had held it, it would not have gone up in price. It had to have people, cultivation and production, or it could not increase in price, and so with the Saskatchewan Valley company's holdings. They would have remained until the day of judgment, and never have increased in value, if there had not been the people to settle on them and cultivate them. It is a foundation principle of the Liberal government's policy that an acre of prairie land is absolutely of no value until somebody applies to it labor, capital and intelligence, and that it may become profitable. Then and not till then does it become of value. Its value is in its production, and not in the mere fact that it is land. And so in administering the national resources, the government's policy has been with a view to securing development and not with a view to selling it at a price. Development is what we want, that is why we have opened the odd numbered sections, and offered them by the million to the man who will settle on them. The meeting closed with God Save the King and cheers for Laurier and Oliver."

Another fatality in the slunderbund.

The A. W. Fraser "scandal" has expired. For months it has been one of the pets of the regiment, paraded throughout the length and breadth of the country, exhibited with limelight and fan pole and the accompaniment of insinuating language. But no more. It has gone the way of such creatures. Continued exposure weakened its constitution and the finish came a few days ago.

Another fatality in the slunderbund.

The "scandal" consisted in the allegation that Mr. Fraser had bought timber limits from the Federal government and had afterward tried to sell them for more money than he gave for them. This unheard of procedure was so novel and so suspicious that the vocabulary of the Opposition was unable to do it justice, and the magic lantern was called on to aid by a vulgar demonstration what words failed altogether to portray. It was an outrage, so we were invited to conclude, that a man should ask more than he gave for something he had bought in open competition and paid for with his own money.

But in an evil hour for the "scandal."

Some one found out that Mr. Fraser had not limited his buying and selling to timber limits. He had taken a "bite" in mining property too. This mining property is situated in the Cobalt district and was purchased by Mr. Fraser from the Whitney government for 6 thousand dollars. Now Mr. Fraser holds an offer of 300 thousand dollars for the property. This was a crushing blow to the "scandal," and it went down and out. No more will it figure in the scare-headers of the Opposition papers and the flamboyant paragraphs of excited orators. Its usefulness is gone, and its friends will hail with pleasure the day when its memory shall have followed suit. For even the presence of its memory now puts them in an awkward position. If it was wrong for Mr. Fraser to buy a timber limit and try to sell it for more money it was equally wrong for him to buy a mining property and to entertain an offer of more money than he gave for it. If it was wrong for the Federal government to sell him a timber limit which increased in value, it was equally wrong for the Whitney government to sell him a mine for \$6,000 which in a couple of years is bid for at \$300,000. If the public domain was looted in one case it was looted in the other. If the public interests were ignored or neglected in the one case they were

A HOPELESS PRONOUNCEMENT.

Mr. Borden finds it necessary to issue a statement presuming to tell us what the Conservative party stands for. As a delicate but plain admission that the Halifax platform has failed to convey this to the public the document is chiefly interesting. But it is to be feared that what the honorable gentleman has failed to do in a clearly worded and widely published platform, expounded and explained by two years of almost constant exposition, he will hardly be able to accomplish in a short essay of insipid generalities launched on the eve of an election.

It is to be noted that Mr. Borden has precisely the same authority for launching his declaration of what the party stands for as he had to launch the Halifax platform as a text-book of Conservative doctrine—that is, none at all.

Mr. Borden does not even hold his position of nominal leader from the hands of the Conservative party, but from the hands of a man whom thousands of Conservative voters joined in hurling out of office. On that tenure Mr. Borden has never dared to challenge party opinion by calling a party convention. He holds therefore, no brief to speak for the Conservative party. He is not the party and holds no proxy for the party.

Neither did he give the party a chance to speak for themselves. This they have repeatedly demanded, and this Mr. Borden has persistently refused to give them. A party convention they clamored for. Mr. Borden's reply was the Halifax platform, a structure wonderful in its architecture, hopelessly faulty in its materials and bungled in its construction. To this he bade the party lend support. The party being composed of free-born men, declined to do anything of the kind and have beheld in a kind of unpleased amusement the attempts of the builder to palm off the counterfeited structure as their workmanship. They neither owned it nor called to its support.

This collapsed the platform. Now comes a pronouncement to replace it. It is launched with the same authority—the personal authority of Mr. E. L. Borden as a member of the Conservative party, and no more. It is as wonderfully designed and as poorly made as its predecessor, and it will meet the same fate. It is Mr. Borden's second attempt to speak for the party who want to speak for themselves, and who want first of all to do some plain speaking to Mr. Borden himself. The party will receive it if they received the other. Party loyalty may constrain them to silence until Monday is over. Then Mr. Borden will hear from them.

Were Mr. Borden's "followers" united party, enthusiastically following an acknowledged leader, with a clearly defined and well-understood constructive policy, the statement might indeed be received with some attention and command some influence.

But the party is about as far from being united as conveniently possible, and the statement is about as far from offering them a basis for union as it could well be. As an abstract outline of a previously defined policy it might arouse the spirit of the party and command the respect of the public. As a statement without a previously defined policy it is a

hopeless and spiritless jumble of generalities which may be taken to mean anything or nothing.

This is not the kind of "platform" that win elections in these days. The people demand to know just why they are asked to discharge one set of servants and put another set in power. The party want to know what their leader and sub-leader would do if they should get into power. And until the party and the public are satisfied on these points Mr. Borden has just about as much chance of winning as he had in 1904. The "statement" will satisfy neither the party nor the public. It contains nothing either to inspire enthusiasm or to coin a campaign cry. And enthusiasm and a campaign cry are what Mr. Borden's party most need and what Mr. Borden has now twice demonstrated his inability to supply.

YET ANOTHER GONE.

Another fatality in the slunderbund. The A. W. Fraser "scandal" has expired. For months it has been one of the pets of the regiment, paraded throughout the length and breadth of the country, exhibited with limelight and fan pole and the accompaniment of insinuating language. But no more. It has gone the way of such creatures. Continued exposure weakened its constitution and the finish came a few days ago.

This "scandal" consisted in the allegation that Mr. Fraser had bought timber limits from the Federal government and had afterward tried to sell them for more money than he gave for them. This unheard of procedure was so novel and so suspicious that the vocabulary of the Opposition was unable to do it justice, and the magic lantern was called on to aid by a vulgar demonstration what words failed altogether to portray. It was an outrage, so we were invited to conclude, that a man should ask more than he gave for something he had bought in open competition and paid for with his own money.

But in an evil hour for the "scandal," some one found out that Mr. Fraser had not limited his buying and selling to timber limits. He had taken a "bite" in mining property too. This mining property is situated in the Cobalt district and was purchased by Mr. Fraser from the Whitney government for 6 thousand dollars. Now Mr. Fraser holds an offer of 300 thousand dollars for the property. This was a crushing blow to the "scandal," and it went down and out. No more will it figure in the scare-headers of the Opposition papers and the flamboyant paragraphs of excited orators. Its usefulness is gone, and its friends will hail with pleasure the day when its memory shall have followed suit. For even the presence of its memory now puts them in an awkward position. If it was wrong for Mr. Fraser to buy a timber limit and try to sell it for more money it was equally wrong for him to buy a mining property and to entertain an offer of more money than he gave for it. If it was wrong for the Federal government to sell him a timber limit which increased in value, it was equally wrong for the Whitney government to sell him a mine for \$6,000 which in a couple of years is bid for at \$300,000. If the public domain was looted in one case it was looted in the other. If the public interests were ignored or neglected in the one case they were

ignored or neglected in precisely the same way and to an equal extent in the other.

The alternative before the friends of the "scandal" was plain. They must either condemn the Whitney government or cease to condemn the Laurier government. They must cease to declare Mr. Fraser a grafter, for dealing in timber limits unless they were also prepared to call him a grafter for dealing in mines. No longer could they shout that he had looted the public domain, for the public were quite as likely as not to construe the language as an allusion to the Cobalt mine deal. No longer could they hold it improper for a government to sell at a certain price what the purchaser afterward found to be worth more money, for such principle impaled the Whitney government and held them up as improvident and unreliable guardians of the public property.

They declined to condemn the Whitney government; to characterize the Ontario ministers as wasters of the public property and blind to the certainties of advancement in prices. The only other choice was to drop a criticism of the Federal government which was equally a condemnation of the Ontario government. For a week we have heard nothing of the Fraser "scandal." Nor shall we hear of it again. It is gone to forge with the shades of the Quebec bridge "scandal," and the Moncton yard site "scandal."

But its moral remains: that what is a scandal for a Liberal is legitimate business for a Conservative. This indeed is the motto which history will write above the remains of the whole brood of "scandals" which have been laid away during the past few weeks. It was the moral of the Quebec bridge "scandal," this was an outrage until Mr. Price, Conservative candidate in Quebec city, was found to be a member of the company. It was the lesson of the Moncton land "deal"; this was a hold-up until the man who valued the land was found to be Mr. Sumner, Conservative candidate in the constituency of Westmorland. So with the Fraser "scandal." It, too, was an atrocious affair until the Whitney government were revealed as participants in a perfectly parallel transaction. Then the breath of life was taken from it and it went the way of its fellows, leaving only the unwelcome odor of more carrion in the camp of its friends.

PAY HIGH TAXATION.

U. S. Insurance Companies Made to Pay \$12,000,000.

New York, Oct. 21.—The board of casualty and surety underwriters of the United States held its annual meeting in the Hotel Astor today. Reform in state taxation against insurance companies was the chief topic of discussion.

B. Smith, counsel for the Travellers' Insurance company, Hartford, Conn., said that insurance companies paid over \$12,000,000 annually in taxes, of which over \$10,000,000 was simply for privilege taxes levied for the right to operate in a state. He claimed that this was exorbitant.

Mr. E. D. Smith, dealing with the woolen industry, said: "A few years ago we were importing into this country less than \$10,000,000 worth of woolen goods; we were manufacturing many of the woolen goods used in Canada. What is the condition today? Year by year our imports of woolens have increased, and the home

WHERE THEY STAND.

Hon. Geo. E. Foster, Nov. 23, 1908: "I hope, therefore, that when this tariff does come down, it will not be weak in the matter of keeping the defenses of Canada in an industrial sense in their proper relative condition with reference to other countries, and I do hope that it will go so far that it will cut a very big hole into the imports of manufactured goods which are now brought into this country and will turn them into our own busy and ever busier factories and places of industrial production."

Mr. Foster, on the Budget in 1908: "With reference to agricultural implements, during nine months of 1907, the importation was \$1,845,648 while in the preceding year it was \$1,615,125. From 1896 to 1907, \$19,907,105 worth of agricultural implements have been imported into this country. What is the reason that Canada cannot make her agricultural implements of all kinds? What is the reason that foreign labor should, to such an extent as this, monopolize Canada with reference to these always used implements?"

Mr. W. F. Cocksbutt, on November 30, 1906, said: "I have sometimes been asked to define what I mean by adequate protection, and I have replied that adequate protection is a protection that will protect. In some cases ten per cent. is adequate protection; in other cases twenty per cent. is adequate, while in other cases thirty or even forty per cent may be entirely inadequate. "I look upon a twenty per cent. tariff as a very moderate tariff. I think that should have been increased on the bulk of agricultural implements and not diminished."

Mr. A. S. Clements, on the woolen industry: "I want now to look at the question from the manufacturing standpoint. It was a great mistake when this government, by their revision of the tariff, practically wiped out the woolen industry. They thus practically destroyed many millions of dollars which were invested in woolen mills. Look around this Dominion and you will only find a few woolen mills running today. That certainly is no credit to this government."

March 12, 1907, Mr. R. L. Borden took the boot and shoe industry under his protection, and said: "The boot and shoe men got no increase in the tariff in the first instance. They got no added protection though one would suppose that the circumstances were such as to justify increased protection in their case rather than in the other."

Mr. W. Wright, speaking in 1903 said: "By their very high tariff wall we are debarred from doing any considerable business with our American neighbors, and yet we raise but a very low tariff wall against them, so that when our manufacturers demand British fair play in the great battle for commercial supremacy, they find themselves confronted by conditions that are absolutely unfair and un-British."

Mr. E. D. Smith, dealing with the woolen industry, said: "A few years ago we were importing into this country less than \$10,000,000 worth of woolen goods; we were manufacturing many of the woolen goods used in Canada. What is the condition today? Year by year our imports of woolens have increased, and the home

production has decreased, until today the woolen mills are nearly out of existence and we are buying nearly \$15,000,000 worth of woolens in Great Britain annually."

Mr. Armstrong said in 1908: "The hon. gentlemen would no doubt close up many of our factories, and have thousands of men put out of employment, but that would not matter so long as he could bolster up an argument in favor of the free trade policy of the hon. gentleman opposite."

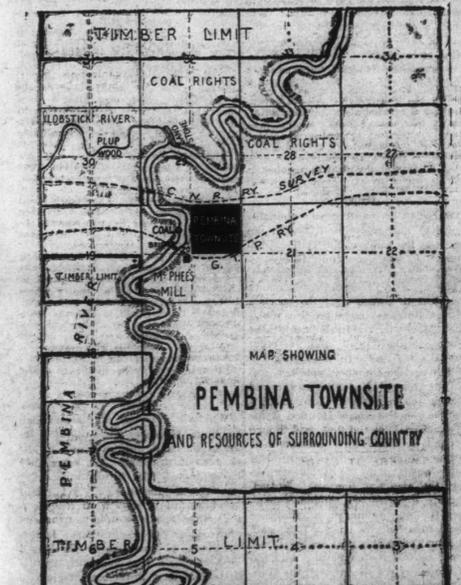
Mr. Cocksbutt, on January 10, 1907, on binder twine, said: "I am not aware that today I suggested to the hon. gentleman putting a particular duty on the binder twine, although I am sure that for my part I am strongly in favor of so doing."

Mr. Clements, on January 10, 1907, also on binder twine: "Some protection should be given the manufacturers of binder twine in this country." Mr. Taylor (Opposition whip), on January 10, 1907, also dealing with binder twine: "What the Government should do is to put a duty of 25 per cent. to 35 per cent. on binder twine, and then the prices will come down to where they were before."

Telephone Lineman's Fall. Brantford, Oct. 21.—Harry Summerhayes, a Bell Telephone lineman, fell from the top of a forty-foot pole this morning to the roof of a shed, 25 feet below. He may recover.

Raw Fur Season Will Soon Be Here Send Your Name and Address NOW and we will mail you Price List, Market Letters, and Shipping Tags, and all information concerning the fur market free. THE BRITISH CANADIAN FUR CO. Dept. 2 244 Lemaire St. MONTREAL, P.Q.

Boyd's SOLD EVERYWHERE Cupid, the little King of hearts With Boyd's Chocolates Points his darts. Chocolates W.J. BOYD CANDY CO. WINNIPEG.



Organization Which Numbers' Cards and... The evidence in the Dominion Grobman case consisted of the reading of correspondence to Gail. This correspondence showed that John Gerard sold tobacco to... B. W. Robertson, had his sugar... though he imported... finally caved in... real, had yielded to... consented to make... Kincaid, of Toronto, said that the... was getting sugar... guild members, but... S. Eby, of Toronto, had for purchasing... Cereal Company, conducting a... company's refusal... profit on a breakfast... Starch Company... the members of a... prices arranged by... R. McGregor, of... complained that Sir... tobacco to one... but was informed... the MacDonald... in Farnie.

PEMBINA THE FIRST CITY WEST OF EDMONTON Where the Grand Trunk Pacific crosses the Pembina River a city in embryo exists. Already the ear marks are discernable. There are 300 souls here now. Many agencies exert themselves in the development of a city, but the greatest agency is people. Where there are people there must be a supporting district. This is pre-eminently true of the Pembina. There are, beside the 300 people immediately resident on the townsite, over 1,500 settlers in the district of which Pembina is the centre. Thus the way is clear for the formation of a city. These settlers and the hundreds who will go into this country simultaneously with the Grand Trunk Pacific must have a centre, and the natural centre is Pembina. For the man who gets in on the ground floor there is money to be made in real estate. Convince yourself of this fact, and then come to see us. Lots in the townsite range from \$50 to \$150.00. W. S. HEFFERNAN Pembina Townsite Agent, in the office of The Western Realty Company 257 Jasper Avenue East. Phone 1342

THE EDMONTON BULLETIN

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BULLETIN Ltd. DUNCAN MARSHALL, Manager

FRIDAY, OCTOBER 23, 1908.

TO SAVE MONEY OR TO RUN IN DEBT—THAT IS THE QUESTION.

The tariff issue as presented by Mr. Borden lies at the basis of the whole Opposition campaign on fiscal grounds. The Government they say has spent too much. Well up to the end of the financial period of 1907-07 the Government in twelve years besides carrying on the public services on a much larger scale than their predecessors spent \$127,000,000 in permanent improvements; but they spent only \$5,000,000 more than they took in from revenue. For the year 1907-08 they paid running expenses and put \$33,000,000 into permanent improvements; yet they spent only \$12,000,000 more than they took in. Of this expenditure \$17,000,000 went into the National Transcontinental. If we had not been building the new road the revenue would have paid running expenses, paid every cent of the \$16,000,000 we put into other public works and left \$5,000,000 to reduce the public debt.

To say that we spent too much is therefore to say that we took in too much. A war against the present expenditure is a war against the present revenue. As the revenue comes chiefly from the tariff we are against the revenue is simply a war against the tariff. While the tariff remains low people will buy goods abroad. While they buy goods abroad the revenue from the tariff will be large. So far, aside from the National Transcontinental, the Government have not spent one cent more than they received from the revenue. To declare that we are against the tariff is to declare that we are against the revenue. To declare that we are against the revenue is to declare that we are against the tariff. To declare that we are against the tariff is to declare that we are against the revenue. To declare that we are against the revenue is to declare that we are against the tariff.

Canada must either continue the low tariff or run into the public works. That is the alternative and the only alternative so far as the fiscal issue goes. The former Government adopted the latter policy. They imposed a high tariff; thereby providing themselves undertaking permanent improvements without burdening the taxpayer. The profit that in their eighteen years of rule they invested slightly over \$18,000,000 in capital expenditure and they increased the public debt by just \$118,000,000. Only one of those years did they pass without increasing the debt, and that was the year 1902, when they reduced the interest charges on the taxpayer. Their entire revenue was consumed in running expenses and when enterprises of a permanent nature were to be undertaken they had to run in debt. Naturally they postponed such enterprises as long as possible, but the system as it worked out it made no difference how long they were postponed, for in the end they had to be built with borrowed money anyway.

The present Government adopted the opposite policy. They reduced the tariff; thereby allowing the revenue to increase as trade expanded; thereby securing enough money to pay running expenses and leave a balance to put into public works. The profit is that in eleven years they put nine million dollars more into permanent improvements than their opponents did in eighteen, and yet only added five million dollars to the debt. In twelve years they put forty-two million more into public works than their opponents in eighteen years, and still added to the debt only one million as much. And against this addition of seventeen million twenty-two millions were invested in building a government-owned railway from the prairies to the Atlantic seaboard. Aside from the National Transcontinental Canada under the present Government has paid every cent of running expenses, built public buildings, deepened waterways, extended the Intercolonial, provided for all the enormous demands for extensions of the postal and other public services, and had five million dollars to the good all from the current revenue. This against the Company's predecessors, who spent \$118,000,000 in improvements, would pay them less government-owned railway than they began with, and were in debt \$118,000,000.

Mr. Borden and his friends say we should not run from the pay-as-you-go policy and adopt the policy of piling up debt. This is the meaning

and the only meaning that can be attached to their demand for higher tariff. High tariff means depleted revenue, and depleted revenue means debt for everything outside the current running expenses of the country—and sometimes for a portion of this. Mr. Borden's colleagues had the working of their tariff system for eighteen years, and that is the way they came out. If the voters want to do without public improvements until they can borrow the money to pay for them and then saddle a burden of interest charges on themselves and their children they will vote for Mr. Borden, high tariff, reduced revenue and increased debt. If they want the improvements when the improvements are needed, want them paid for when they are built and want to save \$3.70 on every hundred dollars worth of goods they buy abroad, they will vote for the Government, low tariff and large revenue.

ANY WEAPON AGAINST THE NEW ROAD.

If the people of the West or any of them entertained a lingering doubt of the Opposition attitude toward the new transcontinental that doubt must have been dispelled by the nature of the assaults that have been launched on the enterprise during the campaign. Omitting minor challenges there have been three separate lines of attack developed by Opposition speakers and newspapers.

1. Hon. Robert Rogers told us two weeks ago that the G. T. P. Co. secured so excellent a bargain that they would never be able to make them let go the eastern section. 2. The Opposition press featured last week a fairy tale from the New York stock market that the G. T. P. Company would have nothing more to do with the eastern section because the interest charges would be too heavy. 3. Now the same journals feature a story from Montreal declaring that the G. T. P. Co. will abandon the western section and leave the whole line from ocean to ocean on the hands of the Government. This story is lent color by attaching to it an interview with a Montreal "railroad man" who for obvious reasons declined to allow "his name to be printed—the most 'obvious' reason suggesting itself being that his honored name figures on the pay-roll of the directorate of the C. P. R.

Where the critics will break out next is to keep the dividend below the standard. This the Company has always managed to do, and one of the ways it has managed to do it has been by handing out stock at less than its market value to the shareholders.

The greater amount of stock the less danger of the net earnings being found large enough to pay a ten per cent dividend. Clearly then the interest of the Company is to issue stock not as it is needed for railway building, but as it is needed to divide up the profits and keep them below the ten per cent. A policy, therefore, which enables them to issue the most stock for a certain amount of money is the policy which best conserves their interest.

In this case the C.P.R. presumably needed \$50,000,000. They could save that by issuing \$30,000,000 of stock and selling it in the open market. But they do get it by issuing \$50,000,000 of stock and handing it out to the shareholders at par. The financial result is the same. The Company gets \$50,000,000. But the difference is that they now have \$50,000,000 of new stock over which to spread their profits, as against the thirty millions they would have had had they sold the stock enough to pay the \$50,000,000. Thus do they minimize the danger of having the profits reach the ten per cent of the stock issue which would entitle the Government to step in and modify the freight rates.

The present issue is neither the first nor the only offence. It is only an incident in the policy the Company has pursued consistently and persistently for years. Since 1902 they have issued not less than \$135,000,000 worth of stock. For that they got \$135,000,000 cash, for that they got \$135,000,000 more cash. The Company could have secured the same amount of money by issuing slightly over one hundred millions of stock, and selling it in the open market. The net result is that the Company, with not a dollar more received for it, has \$35,000,000 more cash than they would have had to spread their profits over. The public have not a mile more railway than they would have had, but they are prevented securing a reduction in C.P.R. freight rates because of the possibility of the earnings running over the dead line has been avoided.

One of the problems of the C.P.R. seems to have been to issue stock fast enough to keep the earnings from exceeding ten per cent of it. Perhaps it was their success in this matter which aroused the admiration of the Gazette.

To the gentlemen whose favorite form of recreation is to draw dividends from C.P.R. stock this may be a very pleasant business. To organs of the type, connections and aims of the Montreal Gazette it may be a laudable occupation. But to the men whose pockets have been emptied, whose opportunities have been narrowed, whose hopes have been blighted, whose lives have been cramped by the extorsions of this monopoly, it is a cold-blooded and periodically repeated swindle.

It is high time that something was done to put an end to this thimble-rigging with the stock issue of the C.P.R. Two means of doing so are apparent. When next that Company apply for power to increase their stock the permission should be contingent on the condition that the stock be sold in the open market for what it will bring, and the whole proceeds devoted to the agreed purpose of the issue. The other means is to induce competing railways to extend their lines into every field now held at the

mercy of the C.P.R. Railway competition once properly established in this country will bring about a condition of things when the smooth gentry who have been handling themselves in \$170 worth of stock for \$100 will see to either put in the other \$70 or see their securities dwindle proportionately. When that day comes the shareholders of the C.P.R. will hardly echo the jubilant acclamations of the Montreal Gazette about the excellent management of its stock-jobbing department.

ANOTHER GONE.

Another "scandal" has succumbed. The Quebec Bridge "deal" is no more. Worn down and abandoned it has laid itself down and died in the company of its former friends and admirers. Yet they neither extol its virtues nor whisper its faults. Of virtue indeed it had little, for it failed to gain credence with the voters. Its faults were too apparent to need allusion. Yet the silence is almost audible. 'Twas not over this. A month ago the Opposition press ground daily grates of comments; but their pamphlets spread its features through the land, their orators grew apoplectic in extolling it. This "deal" was the big "it" of the slander campaign, the monster that was to gobble the Government up, boots and all. But "never no more." Those days are gone. The press knows not now that there was such a creature once. The pamphlets made kindling long ago, if they were not too green to burn. The orators have suffered a lapse of memory. To them it is a dead issue—dead as a doornail, and they are not in the "business" of it.

"Why is this thus?" The explanation is easy. Afortime it was thought the Company were all wicked Grits. There was the rub. With Ames-like suspicion the Opposition nosed around the enterprise and let forth the "it." The "deal" they declared was a monstrous scheme for the enrichment of friends of the Administration at the expense of the country. They pointed to the head of the Company, a prominent Liberal in the Province of Quebec, as living, breathing testimony that this was a political structure and no more. Speaking in the city of Quebec he collapsed they saw favoritism feeding on the wreck. But, alas! there came an awakening. "A gentleman named Price was nominated as Conservative candidate in a constituency of Quebec City. Mr. Price, it became known, was a member of the Quebec Bridge Company. He was one of the men the Opposition had been hurling epithets at. He was 'one of the 'shivers,' they had written. He was one of the 'favorites' of the Government for whose enrichment the public had been asked to fork out money. Then the Quebec Bridge "scandal" was dropped with a sudden thud. Its warmest admirers cut it in public. The press refused to print the daily. The pamphlets could not be recalled, but no more were sent out. The orators would rest absolutely on ourselves, the deponents say not. They simply declare that we ought to do it and leave us to ferret out the supposed reasons for ourselves.

First, then, our Opposition friends demand that Alberta request the Dominion to stop building the railway to the west. They demand that Manitoba and Saskatchewan should construct without delay a railway to Hudson Bay.

This is clause 3 of the platform formulated by the Alberta Conservatives in convention at Red Deer in 1905. On the face of it this is a policy of delay. In effect it says we should request the Federal Government to take off building the road and then let steps to build it ourselves. Just why we should object to having it built for us, or where or over in 1905, he began negotiations to see whether the orators would rest absolutely on ourselves, the deponents say not. They simply declare that we ought to do it and leave us to ferret out the supposed reasons for ourselves.

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CURRENT COMMENT.

The Calgary Herald thinks Dr. Stewart should not get five votes in Calgary because Frank Oliver favored Edmonton for the capital.

October building permits are reaching for the \$109,000 mark. Most of them, however, are for residences ranging from \$2,000 to \$3,500. There cannot be much constitutionally wrong with a city whose residents continue to build two and three thousand dollar houses at the rate of fifty per month. The signs are that this activity will be maintained steadily until cold weather sets in.

The Opposition candidate in Strathcona professes a wild fear that the constituency may be "stolen by a band of brazen thieves," headed by an unnamed "blackguard who has 'soaked' with all the crookedness 'bullet-box stuffing.' Well, the courts of the land have not gone out of business, and if anyone steals anything from Mr. Day the judges are at his disposal. If he prefers to tell his troubles before they happen to a gathering of his friends and a pretty good deal of money, he may as well get on with it.

Lack of cars is delaying coal shipments to towns along the C.N.R. So serious is the handicap that some of the Edmonton mines may close down. Viewed from every standpoint, the moral to residents of this district is to "buy now." The price is lower and the supply more plentiful than can be

expected after export begins. Large local buying, too, would have an effect in keeping the mines working until the railway is able to supply cars for filling the orders from outside. It is to be regretted that these orders were not placed and filled before the grain movement demanded all the available rolling stock. Eventually this must be the solution of the winter fuel problem in the prairie communities. Both the grain movement and the coal movement in the West is eastward, hence cars cannot be used to meet one demand on the west-trip and the other on the return. They must go east loaded with coal or grain and return west, in large numbers empty. When the coal movement and the grain movement coincide a scarcity of cars is inevitable, and the larger the volume of each commodity to be handled the greater the difficulty of supplying cars for both. The time of the grain movement can be neither hastened nor deferred. It must occur during the fall and winter months. The only alternative is to change the time of coal shipment. This could be moved forward a couple of months with general advantage. It would enable the railways to employ cars otherwise lying idle during the summer months, and leave the grain movement outside the task of carrying out the grain during the fall. The only disadvantage is the financial one; the prairie dealers would have to buy their stocks earlier and wait longer to realize on them. This disadvantage, however, should be fully compensated by the certainty of having a plentiful supply on hand when the winter's demand comes. The settled policy in Western localities which import coal should be to buy before the grain rush.

CONSTRUCTION OR NEGOTIATION?

"Hudson's Bay Railway—This convention is of the opinion that the Province of Alberta in conjunction with the Provinces of Manitoba and Saskatchewan should construct without delay a railway to Hudson Bay." This is clause 3 of the platform formulated by the Alberta Conservatives in convention at Red Deer in 1905. On the face of it this is a policy of delay. In effect it says we should request the Federal Government to take off building the road and then let steps to build it ourselves. Just why we should object to having it built for us, or where or over in 1905, he began negotiations to see whether the orators would rest absolutely on ourselves, the deponents say not. They simply declare that we ought to do it and leave us to ferret out the supposed reasons for ourselves.

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money was to come from. "Borrow it," our Opposition friends will no doubt advise. That was ever their way. For eighteen years they ruled Canada and in only one year of the eighteen did they take in money enough to pay running expenses. During that eighteen-year period they put \$118,000,000 into badly-needed public works and permanent improvements of one kind and another—and borrowed every cent of it. Borrowing is easy to them; but repaying is not so easy to the public, and the men who have to repay are likely to hesitate before they take the advice of that school of publicists again on financial matters. The Hudson Bay railway is estimated to cost not less than from fifteen to twenty millions. That would mean from five to seven millions per Province in the partnership, a burden which one Province out of the three would be pretty certain to decline to bear. Negotiation here again would be longer than it would take to build the road.

This point settled we might proceed to the question of how the business was to be managed. The man on the ground has certain advantages in a partnership affair, and these advantages would accrue to the Province of Manitoba. To prevent this the other partners would have to demand extra representation on the board of managers or directors—which would provoke another merry squabble. Only a year ago the Winnipeg Telegram, which speaks for the Opposition in the West, declared that the road should never be built until the Provincial jurisdiction over the territories at Fort Churchill was settled. The Alberta platform had been adopted a couple of years before, and the Telegram may be assumed to have had in mind the proposal therein made for a partnership, and to have been thinking of the advantages of the situation could be best fitted for Manitoba in such arrangement. Yet the other partners could hardly be supposed to submit to Manitoba collecting all the cream from the common dish, and negotiation would again be the order of the day.

The settled we might begin construction work, or at least begin to get ready for construction. We might then send out our surveyors, and after they had been in the field four months the enterprise would be in precisely the position it is in to-day. There would be not a mile of track laid nor any ready to lay, nor any likely to be laid for upwards of a year.

These are a few of the boulders in the pathway of Provincial construction—a few only at the beginning of things. The nature of the beginning fairly suggests the continuance and the end. Altogether the prospect in this direction appears an unending vista of negotiation, interrupted here and there with political plays, inter-Provincial squabbles and occasionally by open ruptures. At the end we might have a railway, but the burden would rest absolutely on ourselves, the unnecessary delay would have cost us more than the road should have, and the completion of the road would be only the beginning of trouble.

On the other hand, the Federal Government survey parties are now in the field. Their work should be completed this fall or early next season. Construction should not take more than a couple of years, and by the fall of 1910 we should see trains running to the Bay. If the Western people want the Hudson Bay railway built they will vote for the Government. If they want it talked about and corresponded about, and negotiated about, they will vote for the men whose policy is embodied in the clause quoted at the beginning of this article. They will get what they vote for.

GOVERNMENT.

It daily becomes clearer that the political antagonism will search its vain for the relics of the Halifax platform. It has gone from this earth to the limbo of forgotten images. There is astral body no doubt makes the best of things with the spectres of the Robbins irremediable "scandal," the Montreal terminal "deal," the Quebec bridge "deal" and the other brood of suspicion and prejudice which perished in their youth.

Poor thing, it had a short life and a none too merry one. Born about a year ago at the city of Halifax, it was a weakling from the first, and though nurtured by the score "pooled" notations unnumbered into it, and nurses galore made soups for its strengthening, the case was hopeless. Indeed, there is a pretty well grounded suspicion that the well-meant attentions of these functionaries hastened the end. A constitution the most rugged is no proof against the conflicting remedies of too many physicians, and the Halifax infant was by no means rugged. Assailed by the combined prescriptions of a multitude of practitioners—not a few of them quacks—and smitten by the chilling breezes of cold and the little spark of vitality flickered out.

But there is no mourning in the camp. Its parent may have regrets. The Toronto News, which undertook

for it the offices of a foster-mother, may be grieved. But even these relatives must control their emotions, for an election campaign is no time to weep over dead issues. They must not even admit the death until the votes are polled. Then, indeed, there is ample reason to believe they will have cause to bewail their fortune, and also to think that their friends will give them a period of retirement and quiet in which to do the lamenting. But the rest of the family will join not in the mourning. To be candid about it, the majority of them are well satisfied that the end has come. They knew it must come soon, if not from natural causes then at their own fair hands. Not a few of them had expressed an intention of doing for the child at an early date if nature did not make the task unnecessary. Fate came to their relief. That it is relief they testify by an obdurate refusal to mourn the supposed loss, or to even admit that it is a loss.

CURRENT COMMENT.

An apologist for Premier Roblin says he declined to accept the public land as a source of revenue because the land in Manitoba is pretty well taken up and little remains in possession of the Crown. Unfortunately for this theory the Premier was not dealing with land in the Province of Manitoba, but with land which might in future become part of Manitoba, and no part of which was "settled" thickly or thinly.

Forest fires have been burning towns and destroying life and property in Michigan for weeks. Yet some know, all told us a few months ago that the Michigan forests were exhausted.

There has come to light in Ontario a circular letter sent from the chairman of a committee of the Albany Club, Toronto, to Conservative candidates. The letter reads:

"Arrangements have been made with the Toronto News by a committee of Conservative gentlemen here (Toronto) to make a special feature of the Conservative campaign. The News will present the case positively in argument, articles, and cartoons. You must appreciate the benefit to you if the 'plain, true, convincing statement' which the News will make goes 'daily until election into five hundred homes in your constituency.' 'of doubtful or independent.' 'Liberal voters who are open to reason.' Now, what were the 'arrangements'?"

TRIUMPHANT FINANCE.

Toronto Globe—Liberals may well welcome a discussion of the financial record of the Government. The whole policy of the Laurier Administration is embodied in it. At the time of Sir Wilfrid Laurier's accession to power the country was suffering from drought. It was vitally necessary to send some red blood coursing through the national veins. National progress needed vigorous treatment. The revenues had to be stimulated, and the stimulation could only come from a judicious but bold expenditure. How the two purposes were accomplished is written large on the public records.

In 1898 the Dominion revenue was \$36,618,500. In 1908 it was \$62,600,000. In the four years up to and including 1907 there was a deficit of \$1,721,712. In every year since 1898 there has been a surplus, beginning with \$1,721,712 in 1898 and concluding with the stupendous surplus of 1908 of \$19,000,000.

These astounding revenues, the originally to the Government's unshackling of trade, and carried on by its general policy of development, enabled it to carry out its program boldly and liberally, illustrating the old adage that money breeds money. The expenditures were large, but they were reproductive, with a consequence that every year saw a greater Canada, and correspondingly greater revenue.

And these greater revenues were obtained by a lower rate of taxation. They were not the result of greater taxation, but of phenomenal growth.

The Opposition do not say much about the debt, because in eighteen years they increased the debt by \$118,000,000. In twelve years the Liberal party increased it only \$5,000,000. The net debt per head in 1896 was \$28.24. In 1907 it was only \$28.24. In 1908 the net debt was \$28.24. It seemed a big sum for a country whose income was but \$28,000,000, with yearly deficits. The net debt in 1907 was \$28,240,000, and with revenues of \$28,000,000 and yearly deficits of \$28,000,000 and surplus of \$19,000,000.

WHY?

Why are not some of the scandal-mongers revealing the supposed irregularity of Hon. Clifford Sifton to the electors of Brandon? For years they have pursued Mr. Sifton with every species of insinuation, yet their speakers fail to appear at his meetings when specially invited to attend and discuss public questions. Is this the course of candid men? Or does it bespeak their personal faith in the deception they have been trying to feed the public?

NAILED!

From Brandon comes this obituary of the latest campaign here—Brandon, Oct. 14.—I have no stock or any interests in either the International Marine Signal company or the Shawinigan Power concern.—Clifford Sifton.

SIFTON SPEAKS IN CITY OF WINNIPEG.

(Continued from Page One.)

has become a candidate for a seat in the House and he practices his calling at a hotel which holds a license for same commission. He presided over the same Mr. Haggart—a hotel—is the head and centre of the Haggart activities, and which yesterday the headquarters at which the demonstration of last evening organized. When not thus engaged he fills a position in the pay department of the Conservative government. On Tuesday night at the Conservative meeting worthy was only less prominent on the platform than R. P. Roblin. Alex. Haggart, with whom he has long been associated with a large girth bag, he led the cheering, the waving of his arms gave the signal to his organized followers, charming activities which were suspended while he visited a nee barroom, where he brutally assaulted a man one half his size with who disagreed in politics. This was individual chosen by Mr. Haggart campaign managers to carry out despicable plot.

Mr. Sifton's Speech.

"Without being unduly offensive to our Conservative friends, I would like to suggest that the discussion has not gone somewhat of a change with the progress of the campaign. It is evident that it was the intention and desire that the campaign should be directed to a change of the same methods in which it has begun on their side. But it is paradox to the acceptance of the campaigner that a change has come to the spirit of their dream, and they are aware of it. We are to see their campaign of slander is done to failure, and in order to secure suffrages of the people of this country should be directed to something in the nature of constructive policy should be presented, they have endeavored to do this. We are to see the fourth hour such a policy, even though it necessitates very strong words, to climb upon the governing platform.

"I will now devote myself, for a few minutes, to some attacks which have been made upon the government. Some attacks which, I may say, I have been addressed to. I will not discuss the government for which I confess myself to be more particularly responsible. My attention is directed to charges in connection with the administration of timber lands. I do suppose an attack on a government, a remark. When you come to analyze the attacks and remove the cloud of imputation and get to the bottom of the statement, you generally find the charges come to a very narrow basis. Now I have in mind the case of the public accounts committee. The whole question was discussed in parliament, and was investigated by the public accounts committee, and let me say that no charge, in my parliamentary sense of the term, was ever made in parliament against the government in respect of this subject, and that no charge was ever made against the administration of timber lands as head of that department, which any member of the responsible, or which in any respect reflected upon the integrity of any present member of the government in connection with this subject. We endeavor to bear that in mind, and we have a great many statements that have been made, this connection may be very easy to get at.

The Cedar Lake Limit.

A statement was made in respect of the letting of certain timber lands situated at a place called Cedar Lake that the tender was written out in the hand and the amount filled in by another handwriting. That was put forward as evidence of impropriety, irregularity, and that the government department were examined, and it was found that numerous tenders put in by Conservative gentlemen in fact had been prepared in precisely the same way, but nobody except the Conservative government. Equally, there was no reason for suggesting any impropriety in what appeared under the Liberal government. The official charge of these documents was clearly the evidence of the public accounts committee. He gave it clearly, and definitely and his evidence remained unimpaired.

"I make the statement, Mr. Chairman, ladies and gentlemen, that a lawyer in the Dominion of Canada would face a court with that evidence, and upon it ask the court to construe that there was impropriety or irregularity in connection with the tenders. They said that the tenders, under which timber limits were sold, had been opened, and that information had been given out, in regard to these tenders, unfairly and corruptly. There was no evidence of the truth of that insinuation. That insinuation was made absolutely with no shadow of justification of the kind. There has never been the slightest evidence of evidence that would justify any honest or honorable man in making that insinuation about the letting of these tenders. The official was called. He was sworn to give evidence, to tell the truth, and nothing but the truth. His evidence was clear, definite and to the point. No attempt has been made to contradict it. Now, I would like any person who is familiar with the British method of administering justice, to understand me when I ask upon what grounds a man is permitted to make a statement without evidence, without facts at all, and to suggest that the public should be made to believe that some other man has been guilty of dishonorable actions. Without going on to answer that question, it will, I think, be readily admitted that at least the burden of the proof rests upon the man who undertakes to make an accusation against another.

Sworn Statement Against Insinuation.

"Not only has there been no evidence given that Mr. Sifton is the effect of a charge, ever acted in the best degree improperly, but you have his own







AROUND THE CITY

A number of workmen are engaged to-day in clearing up with picks, the street car-rails along Jasper Ave. The dirt was found to be clogged in too hard to admit of the hand-car being used.

NOW OFFERS MORE MONEY.

This morning Mayor McDougall received from R. N. Macdon, a stock and bond broker of 72 and 73 Greenwood street, London, England, offering to buy the Edmonton street railway debt securities at 104. The offer comes very late; however, as the bonds have already been disposed of to Conroy, Son & Co. of London.

STILL ADVERTISING EDMONTON.

That the splendid grain exhibit from the Edmonton district, which was displayed at the Toronto Fair this fall, is still doing good work in advertising this part of Western Canada is evidenced by a communication received this morning at the Board of Trade offices from Rev. Canon Dixon, of Trinity Church, Toronto.

WILL BREAK EVEN.

In the event of the Alberta government making a grant to the Exhibition Association of the grain festival held in the Twisted Ring last week, the directors expect that they will just about pay expenses and break even. Otherwise there will be a slight deficit.

CAPT THOMAS KEPT AWAY.

Dr. McInyre, the Liberal candidate for the Strathcona constituency, had a meeting several nights ago at Camrose, the home town of Capt. T. Herrille Thomas, the Conservative organizer for the Edmonton and Strathcona constituencies.

STREET CARS NOT YET HERE.

The street cars now en route to this city over the C.P.R. and C.N.R. lines have not yet reached the city though they were expected last night or this morning.

MUST CLEAN SIDEWALKS.

The police force have received instructions to enforce the by-law relative to the cleaning of snow and ice from the pavements on the business portion of Jasper Ave.

Black Watch

Chewing Tobacco The big black plug.

SATURDAY NIGHTS MEETING.

The closing meeting in the city campaign in the Edmonton constituency will be held in the Twisted Ring Saturday evening. The meeting will be addressed by Hon. Frank Oliver, J. D. Hignett, and the Conservative candidate, has been invited to be present, and has accepted.

SONS OF ENGLAND SOCIAL.

The most successful event ever given by the Sons of England was held last night in the Chap. Hall, Kinisno avenue. There were about 150 people present and the room was rather crowded.

BRIEF QUARANTINE FOR HOTEL.

The Prince of Wales Hotel, Wetaskiwin, was under a brief quarantine this morning at 11 o'clock till today at 8 a.m., as a precautionary measure against the spread of smallpox.

IN THE POLICE COURT.

In the Police Court this morning a man named Alex. Nicholson appeared on a charge of being drunk and disorderly. The evidence, from the evidence of a police officer, from the evidence of a police officer, from the evidence of a police officer.

LATE WILLIAM CUST LEFT LARGE ESTATE.

Old Timer, who Died in St. Albert Recently, Possessing Property Valued at \$250,000. His wife, Mrs. Mary Cust, and his children, Mrs. Mary Cust, and his children, Mrs. Mary Cust, and his children.

TO HIS WIDOWED Niece HOPE CUST.

The late William Cust left his wife and three children in possession of the real estate and live stock and the share of the proceeds of the sale of the real estate and live stock.

THE LATE EDWARD CAREY'S WILL.

Letters of administration have also been taken out in the estate of another old resident, Edward Carey, who died on September 10th, 1908.

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POLITICAL NEWS AND VIEWS.

The true cosmopolitanism of politics will be exhibited in Winnipeg where political meetings are being held in all kinds of places.

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STRAIGHT LOANS SINKING FUND LOAN

LOANS AT 8%

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Builders and Contractors

Get our figures on your factory work and save money. We are in a position to quote right prices on special detail work. Store Fronts, Panelling, Partitions, Counters, Special Frames and Turnings prepared at shortest notice.

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GRAND TRUNK BUSINESS COLLEGE EDMONTON

Classes are filling up for the fall term. Enter any day or evening. A strong force of teachers and well equipped facilities in Business, Shorthand and Penmanship.

GRAYDON'S Syrup of Tar and Wild Cherry

The best Cough Mixture Prepared. P. D. Q. Grippe Tablets will cure that cold in a day 25c per package.

GEO. H. GRAYDON

Chemist & Druggist, King Edward Pharmacy, Phone 1411, 282 Jasper Ave. E.

Tomatoes 23 tins in case \$3.00

Raymond straight grade flour \$2.50 per 100. Beans 6c. per lb. Your winter supplies at wholesale price.

H. WILSON, 44 Queens Ave.

Between Jasper Ave. and Market. READ BULLETIN WANT ADS

WILLIS' SPECIAL

From now until the First of November, there is a big-ender and only a sample of what is to follow. I will have many more specials for my patrons, as the season advances.

WANTED - FOR BEAVER LAKE

Public School District, No. 222, a second-class teacher for 1909 (male preferred). State salary required and excellent testimonials to James B. Steele, Sec. Treas., Beaver Lake, Alta.

WANTED - TO PURCHASE 1,000

acres prairie land in the vicinity of Vegreville or east to Birch Lake. Address all communications to A. J. McGuire & Son, Box 72, Pincher Creek, Alta.

WANTED - TEACHER FOR IMPERIAL

S.D. 881; duties to commence Jan. 1, 1909; first or second class certificate; one competent to teach vocal music preferred. Applications received up to Dec. 5, 1908. E. C. Timbers, Sec. Treas., Vegreville, Alberta.

LOST - THREE CALVES, TWO REDS,

one white, one heifer and two steers from the N.E. 14 of 164-131. Information to Box 1219 City.

FOR SALE - SIX HORSE POWER

gasoline engine or would exchange for oats or hay. Candy & Co.

SEMI-WEEKLY

VOLUME V.

The C

LIBERAL

The Laurier Administration Up Magnificent Major of 62.

THE LATEST RETURNS GIVE ALBERTA MAJORITY

Saskatchewan Returns Solid Representation - No Change in Ontario and Quebec.

The People of the Dominion Voted an Unmistakable Tone The nunciation of the Slanderous Waged by the Conservative Party - Canada Pronounced Progress - Hon. Wm. Temp. Minister of Inland Revenue Only Cabinet Member to Meet - Government Gains in Edward Island, New Brunswick, Saskatchewan and Alberta - Ontario's Defeat in Winnipeg the Big Surprise.

Government 139; Opposition 62. So known this is the result of yesterday's election. Elections are yet to be held in five ridings.

In the last parliament the Government strength was reduced by the defection of 74 Government majority of 115. In Prince Edward Island the strength was reduced by the defection of 10 Liberal members for King's, who were defeated. Let us see the result of the election.

Nova Scotia returns give 12 seats to the Government to 6 Oppositionists.

New Brunswick returns are much better than in the last election. The Government gains 11 seats to the Opposition, Charles J. Fox and York. Mr. Fox's seat is held by the Government.

Complete returns from Quebec 53 Liberals elected and 11 Conservatives with one election deferred will go with the Government, leaving the standing of the parties. Quebec the same as in the last election.

The defeat of Mr. Bergeron in Beauport marks the passing of Mr. Bergeron's first lieutenant. He has sat in the House since 1878 and for two years from 1900 to 1902. Mr. Bergeron appears in Edmonton with Mr. Borden last fall.

In Ontario the parties appear to be about as before the election, the Liberals holding 29 seats, Conservatives 46 and one Independent. The Liberals were North Waterloo, South Waterloo, Prince Edward, Brantford, Simcoe, Stormont and Wentworth. The Opposition gained East York, North York, West Ham, Nipissing, North Ontario, Centre York, South Bruce and Parry Sound.

The standing at present is: Government 4, Opposition 6. The four Government constituencies are: Brampton, Peel, Wellington and York. The nine Saskatchewan ridings which polling took place are all elected for the Liberals, Qu'Appelle to

THE MANCHESTER HOUSE

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Grey Wool Blankets

All Sizes and Weights

\$1.75 to \$6.50 Per Pair

W. JOHNSTONE WALKER & CO.

267 JASPER AVE. EAST.