

GREAT RECEPTION TO DR. McINTYRE

(Continued from Page One.)

The affected district, irrespective of politics, were in favor of the deal with the Southern Alberta Land Company, who later purchased the land. Even Mr. McGrath, the Conservative candidate for the district, upheld the company in his speeches during the campaign. The Premier also referred briefly to the Saskatchewan Valley Land Company, pointing out that in the constituency where these lands were the Liberal candidate in the last election, was returned by over 700 majority. Thus the people who knew the facts of these transactions, most closely, most heartily endorsed them.

The Dominion government might have made mistakes, but despite these mistakes, which any cabinet might make, the Laurier government has done magnificent work for Canada during the past twelve years. Under the administration of Hon. Mr. Fielding, minister of finance, the revenue of the country has greatly increased. The Liberals, when they came into power in 1896, lowered the tariff and gave a British preference of 33 1/2 per cent, thus increasing the trade to the British Isles to an enormous extent. Had the same tariff been in operation last year, as had been in operation when the Conservatives were in power, the people would have paid in the millions of dollars more in duties, and in the twelve years over fifty million more. These reductions in the tariff have increased the revenue had increased to an enormous degree.

The expenditure, as well, has increased in accordance with the growing needs of the country. Subsidies had been increased, more money had been spent on immigration and in the other branches of the government, as required, by the growing needs of the Dominion.

An Era of Surpluses. The last twelve years had been an era of surpluses, while the previous twelve years had been an era of deficits and borrowing money. During Conservative rule the national debt had annually increased; with Liberal rule there had only been a small increase in its total, while it had been reduced \$10,000,000 per capita during the last year of Conservative rule. The Liberal policy was a policy of development. The Laurier government returned to power, and the national debt was reduced; they would build the Hudson Bay Railway. A railway to Fort Churchill would bring as 1,000 miles nearer the old country than at present. In the last provincial campaign he had pledged the government to its construction it returned to power.

Proud of Dr. McIntyre. Dealing with the legislative acts of the government, he outlined some of the measures brought forward by the administration which had been of great benefit to the Dominion. Canada had been a great success. By his initiative he had secured a grant of \$10,000,000 towards an armory which was located in Strathcona. In conjunction with the minister of the interior he had secured a grant of \$10,000,000 towards the Hudson Bay Railway. In these three things for which he had been so successful in the constituency, he had shown that he was not remiss to the best interests of the city.

More General Questions. Dr. McIntyre then took up the more general questions of the campaign. He pointed out that the Conservatives had no definite policy, only a vague platform. He said that Sir Wilfrid Laurier had said of planks and sawing clauses so that if you didn't want the one side you could take the other. It was all things to all men. When a party has no policy they must resort to criticism and abuse and the Conservatives had done that. They had shouted "death, graft, graft," but the movement had never made a charge against government officers. Sir Wilfrid had time and again stated that if you were put on one wrong charge you would get a committee of investigation. But no charge was made.

Timber Limit Charges Shattered. Speaking of the timber limits and the charge that half of the timber lands had been alienated, Dr. McIntyre pointed out that there were 100,000 miles of merchantable timber in the three prairie provinces while the Dominion government in twelve years had sold only 6,500 square miles and these at the highest bidder. And they had sold this half of all the timber. Mr. Burrows had purchased some 600 miles of timber limits while in the House of Commons were large lumber kings who each had 2,000, 3,000 and 7,000 square miles. But they weren't Burrows' said the speaker amid applause, and the point told. He also dealt with the double marked charge system, fishing leases, etc., explaining them to the satisfaction of his hearers.

Laurier's Constructive Work. Dealing with some of the constructive work of the Laurier government, he referred to the financing of the western crop last fall by the minister of finance, the Oliver land bill, the deepening of the Welland canal, the construction of the G. T. P. and the building of the Hudson Bay Railway. In closing he made a strong plea for the continuation of the Laurier government of a clean and progressive government.

SIR WILFRID OR FOSTER--WHICH

(Continued from Page One.)

The Laurier government of opening up increased areas in the west, while Ontario was not half developed. The supporters of R. L. Borden were the supporters of this policy, which evidently asked for the greater development of the eastern provinces at the expense of the west.

Referring to the same old party cry, the speaker stated that Mr. Borden had been granted into the Conservative party. He was not the real leader of the Conservative party today, but George E. Foster, the man who was publicly discredited a few years ago at the time of the insurance investigations. He was the man who dominated the Conservative party today, and the man the people of Ontario would place in power if they elected the Conservatives in the coming elections.

Seed Grain for the Farmers. For the provision of seed grain I think you also take some credit. I waited on the ministers of agriculture and interior; after long discussion they decided to introduce a bill guaranteeing seed grain to the settlers in Saskatchewan and Alberta. The distribution of that grain was in many cases a God-send to many of the homesteaders of Alberta and Saskatchewan, who otherwise would have starved. The homesteaders had to pass the financial hardship after a hard season.

In connection with the Sale and Inspection act I was able to get a provision inserted, whereby frozen oats are reduced to 100 per cent. Formerly your oats, which had a few frozen grains, were classed "rejected" and the people in Winnipeg mixed them with heated, moldy and sprouted oats, so that the oats did not fetch anything like their fair value and the farmer lost his profit value for the frozen oats. As a result of this benefit a Wetaskiwin farmer had sold several days ago that oats this year was commanding five cents a bushel more than last year. This was money put directly into the pocket of the farmer. And what is more to the farmer is dollars to the business man. (Applause.)

Manitoba Grain Act. "Another piece of legislation with which I had something to do was the Manitoba Grain Act. The farmers looked up strongly in the construction of that act and the Sale and Inspection act. All the terminal and transfer elevators are now under good control and inspection and there is now a complete chain of inspection from Winnipeg to the European markets. So that the farmer's grain is preserved. There is also a provision for the special binning of grain in the terminal and transfer elevators. Wheat can now be bought on sample in Winnipeg and shipped to the eastern miller and have its identity preserved. "What have I done for my own town? Parliament, at Ottawa is divided into two camps, the one in favor of improvement district. Questions assume a national aspect and it is not until after many years of discussion to get concessions for his constituency.

Benefits for Strathcona. The Dominion government had pledged to the construction of a post office and federal office building and a police station on the site. By his initiative he had secured a grant of \$10,000,000 towards an armory which was located in Strathcona. In conjunction with the minister of the interior he had secured a grant of \$10,000,000 towards the Hudson Bay Railway. In these three things for which he had been so successful in the constituency, he had shown that he was not remiss to the best interests of the city.

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CONSERVATIVES INCONSISTENT

(Continued from Page One.)

Then the Conservatives had moved in the House a resolution condemning the department for their administration of timber lands and calling for a special committee to investigate the matter. Needless to say, such a resolution was defeated, for in this country a man was considered innocent until he was proved guilty, and not condemned first and an investigation made afterwards.

Considerable amusement at the expense of the Conservative scandal was caused by Mr. Howey showing that what was considered a scandal in the part of the country was supported by Conservatives in another. As an instance of this he referred to what he knew of the Robbins Irrigation deal at Medicine Hat. The government had made a sale of land on the condition that the company spend one million dollars in an irrigation scheme. This was objected to in Ontario, and the Maritime provinces, but the public mind was not allowed to be troubled by the deal. The Conservative candidate for Lethbridge constituency, made the statement on the subject of the Robbins Irrigation deal to parliament and Mr. Borden interfered with the Robbins Irrigation deal. When Mr. Ames or Mr. Borden toured the west they took very good care when speaking in Medicine Hat not to mention the Robbins Irrigation deal. "One of the most frequent cries of the Conservatives was that the Liberals had sold the public domain in their disposal of the timber limits, by selling them too cheap. In reply to this Mr. Howey showed how the Conservatives had sold the public domain in their disposal of the timber limits, by selling them too cheap. In reply to this Mr. Howey showed how the Conservatives had sold the public domain in their disposal of the timber limits, by selling them too cheap.

An Era of Prosperity. Contrasting the conditions prevailing now with those of twelve years ago, when the Conservatives were in power, it was found that Canada had had a period of the greater expansion and growth than ever before. Our trade and commerce had been increased, railways built, population increased, and evidence of prosperity everywhere apparent. The tariff on articles which benefited the largest number of people had been reduced by government and a preferential tariff put on articles imported from Great Britain, which had increased the industrial and trade relations existing between England and Canada. Attention had been paid to the extension of the railway system. The international had been placed on a paying basis and arrangements made for the construction of new railways. The postal service had been re-organized, so that it yielded a revenue instead of a deficit, the rate of postage had been reduced, and the rate of postage had been reduced, and the rate of postage had been reduced.

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TURKEY NOT READY TO RUSH INTO WAR

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Constantinople, October 6.—All immediate danger of war between Turkey and Bulgaria appears to be past. The decision of the ministerial council, after an all-night session, commits the government to await the result of an appeal to the powers to take measures to insure the observance of the provisions of the treaty of Berlin. A copy of the protest against any violation of the Berlin treaty has also been forwarded to Bulgaria, although many experts on international law maintain that Bulgaria's action does not constitute a violation of the treaty, as she has merely asserted her independence of foreign rule.

His Subject "Scandal." The lecture dealt entirely with what Mr. Ames alleges to be the gross misadministration of the natural resources of the Canadian Northwest by the Laurier government. Mr. Ames has already given it a good many times, and the Conservative party managers intend that he shall do so a good many times more before October 20th.

New Imperial Provinces. Vienna, October 6.—Emperor Francis Joseph will issue his proclamation tomorrow, in which he will convince the world that the Austro-Hungarian empire is not only a political entity, but a reality. The emperor's proclamation will state that the Austro-Hungarian empire is not only a political entity, but a reality. The emperor's proclamation will state that the Austro-Hungarian empire is not only a political entity, but a reality.

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IS DESCRIBED AS OUR BEST FRIEND

(Continued from Page One.)

Lethbridge, Oct. 3.—Frank addressed a crowded meeting here last night. The occasion was distinguished by every mark of good-will and ministry, who was described as "our best friend." Mr. Oliver insisted that the government and railway were the salvation of the country, and when he announced, although attacked for its already expenditures on its railway development policy, the government would build the Hudson Bay Railway, was an outburst of enthusiastic cheering.

The minister has made the same announcement at every meeting which he has spoken since he has given it. It has been received with sympathetic approval. So that it is not surprising that the government has a mandate on the question that it be set aside. Mr. Oliver showed the Conservatives had always been in favor of the Hudson Bay Railway, and the extension of the Northern into southern British Columbia.

The Lethbridge audience was particularly interested in the Land Act, and after he had finished his speech he was again called upon to explain the Land Act, and why which he did to the satisfaction of the audience.

WAR TALK AFFECTS THE STOCK MARKET

Severe Fall in Prices on London Change Yesterday

London Oct. 5.—The best quarter here do not expect serious complications over the Bulgarian affair. The development of trouble, however, found the markets rather committed to the bull track. After severe fall, prices ended above the worst, and the extension of provisions suffered a loss of 4 1/2 points. Russia's were 2 points lower. Other edged shares, home rails and Kafirs ended very generally below Saturday's. Discounts were 3/4 per cent. Here at 1 1/2 per cent, and the American rates were an advance of 2 1/2. Elsewhere the rates were unchanged. Paris Exchange on London decline.

IS DESCRIBED AS OUR BEST FRIEND

Hon. Frank Oliver Enthusiastically Received in Lethbridge—Tells of Railway Expansion.

Lethbridge, Oct. 3.—Frank Oliver addressed a crowded meeting here last night. The occasion was distinguished by every mark of good-will for the minister, who was described in the writings on the wall as the West's best friend.

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THE WEST IS NOT NOW PRIMITIVE

Motetary Times Undertakes to give some Advice Concerning Our Farming and Other Methods

Toronto, Oct. 6.—The Monetary Times in its leading editorial this week says: "Only Temporary Break. The declaration of the independence of Bulgaria caused some depression in the London market early to-day, and a west-opening in New York. The first prices were nearly two points under the closing Saturday in the leaders, but there was a quick revival and by midday the entire loss had been made up."

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C.P.R. MACHINISTS STRIKE AT AN END

Men Decide to Accept Award of Conciliation Board in Recent Dispute.

Montreal, Que., Oct. 3.—The big C. P. R. strike, which has been agitating labor circles for the past two months is at an end. It was settled to-night and the men return to work under the same conditions against which they struck two months ago.

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PLEGGED TO VAST EXPENDITURES

Minister of Finance Defeats Conservative Argument of Extravagance by their Own Platform.

Ottawa, Oct. 5.—Effective and skillful was the argument utilized by Hon. W. S. Fielding, minister of finance, here tonight with respect to the Conservative charges of extravagance in the management of public affairs. He referred to the celebrated platform of the Conservative chiefs showing that as one of the planks was the public ownership of public utilities—taking the general understanding that railways were meant by that plank—Mr. Fielding left it to the imagination of his audience as to what such action as the purchase of railways would cost the people.

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Map showing Pembina Townsite and Resources of Surrounding Country. Includes labels for Timber Limit, Coal Rights, Lobstick River, Plum Wood, and various survey lines.

Naughty Eight's Greatest Realty Proposition. Text describing the townsite expansion, listing amenities like sawmill, hardware store, restaurants, and pool room. Includes contact information for W. S. Heffernan.

Vertical text on the left side of the bottom section, possibly an advertisement or notice.

Vertical text on the right side of the bottom section, possibly an advertisement or notice.

THE EDMONTON BULLETIN

(SEMI-WEEKLY.)

DAILY—Delivered in City, 34 per year. By mail, per year, \$3. By mail to United States per year \$6.

SEMI-WEEKLY—Subscription year \$1. Subscribers in the United States \$2. All subscriptions in advance.

BULLETIN CO., LTD., DUNCAN MARSHALL, Manager.

FRIDAY, OCTOBER 9, 1908.

THE BURDEN ON THE MAN WHO BUYS.

Taxation by tariff is voluntary taxation. No man has to contribute a dollar to the public treasury through the tariff if he does not want to do so. He may buy the goods from the home maker if he is averse to buying abroad and paying duty. Under the lowest tariff the home manufacturer has the protection of convenience. It is much more convenient to do business with Toronto than with London. Importing means buying far in advance and in larger quantities than required, in the handling of local manufactures. It requires larger capital, and eternal vigilance is the price of keeping the stocks away up to the demand and never in excess of it. If a wholesaler firm goes into the importing business, it is because they see money in it; and it they see money in it that means that the prices for the home-made commodities are high enough to reward them for the additional capital and inconvenience of buying abroad, and to leave them a larger profit than they would have from handling domestic products.

Canadians do not buy abroad without substantial reason. Other things being equal they would much sooner patronize the home-maker. Their national sentiment is sufficiently strong that they would even sacrifice something to do business with a fellow-countryman rather than with an outsider. This is another item of protection which tariffs cannot make and cannot take away. It is no reflection on Canadians that they buy goods abroad. They do so from a lack of national spirit or local patriotism, but for the quite valid and obvious reason that they effect a material saving by doing so. If they did not save money by it they would not do so. They would not do so if they did not save very considerably by it. To proclaim therefore that they buy heavily abroad is simply to repeat what the local manufacturers are doing on the market. It is precisely what the consumer consider fair to themselves and their interests. If they buy a million dollars worth of woollens in England that means that they have decided more money left in their pockets than if they bought them at the local mill. More to make it worth their while to purchase abroad and to counterbalance their inherent preference for buying at home.

No Government can increase the burden of taxation by reducing the tariff, however much the income from the tariff may be increased by doing it. People do not have to pay duty. Every dollar they pay through the tariff is a witness that they are saving money by buying abroad. If they pay more dollars under a low than a high tariff this simply means that they are saving money under the low tariff and because it is a low tariff. A Government cannot increase the proceeds of taxation that go into the treasury by raising the duties though they may thus increase, and usually do thus increase, the burden borne by the public. Mr. Foster has said many ineffectual things. He said it correct when he declared the purpose and effect of a protective tariff was to increase the prices of home manufactures. Under a high tariff a Government cannot force people to pay more taxes, but it can and does force them to reduce pay more taxes or pay more for the home-made article. A Government cannot therefore increase the taxation which goes into the public chest by raising the tariff though they do increase the burden borne by the people. The people pay more, but the "more" does not go into the treasury of the country. It goes mainly into the pockets of the manufacturers who have no income to the treasury at all. But would the burden borne by the public be reduced? According to Mr. Foster when the tariff is raised prices are raised too. Then if the tariff were made prohibitive, prices would "go

to the height of say "Haman's galows." Would, then, the burden on the man who had to buy be increased or decreased by the operation of the prohibitive tariff? The results of these extremes show the tendencies of the policies which lead to them. Low tariff decreases the burden on the man who buys, while in doing so it may incidentally increase the revenue which the State receives from the tariff. High tariff cuts importation and thus depletes revenue while it enables the home-maker to raise his prices—that is to increase the burden on the man who buys.

TAKE YOUR CHOICE.

A local Opposition candidate wants the Government condemned because they charge too much for timber limits. The money paid for a limit, he argues, comes "ultimately from the man who buys." There is at least the charm of variety about this for the same gentleman continues to hand out his party pamphlets declaring that the public domain is being "looted" because the Government do not charge more for timber limits. Given time our friends opposite may be misled again by every position possible different from that of the Government, regardless of the mutually destructive results of their arguments. The case now seems to stand:

- 1. If the Government charge \$81 per square mile for timber the public resources are "looted," because the timber is worth more.
2. If the Government charge \$81 per square mile for timber the public are "looted," because the public end have to pay it.

THE NEW ALLY.

An Opposition paper declares in a heading "Bourassa Favors Conservatism; whole force of Nationalist Party directed against Liberalism." No doubt. Unquestionably this is true. It is precisely what was expected and what the Bulletin said was expected months ago. That was what Mr. Bourassa was assisted into Quebec provincial politics for. No one with a tolerable knowledge of current events expected, supported, or credited him with the role of a Liberal. Mr. Bourassa won the very modest measure of success he achieved in the recent Provincial elections on the ruins of the Conservative party in the Province of Quebec. The ruin was prepared for him by the fair hands of Mr. George Taylor, M.P., chief of the Liberal party in the Province. Mr. H. H. Brown and Mr. P. O. Mack. The Conservative party in Quebec went out of business—or was put out as a party to make clear the way for Mr. Bourassa. No Conservative candidate contested a constituency where a Bourassa candidate was in the field. He is the only member of the Conservative party who has touched upon it, and he declares he approves of it, declares so when the interests of his pocket book, his campaign and his party all urge him to condemn it if he can find ground to do so.

Is this the course of conduct? If Mr. Borden thought the bargain an outrage in Ottawa why did he not do some thinking about it in Medicine Hat? If he considered it a yoke about the necks of the future cultivators of the land why did he not tell them so? If Mr. Ames thought this so and a bargain that he must reach to "iniquities in Nova Scotia, why did he not think along the same "line before" the men who are on the "ground"? The silence of these gentlemen in Medicine Hat is more convincing than their arguments elsewhere. Statements that cannot be advanced or done not be advanced against a transaction in the district affected by it are no arguments at all, and the men using them are stooping to a species of deception which does little credit to their conception of public intelligence. The public, they assume, do not know, therefore they tell them half the facts. Where all the facts are known they are silent. Their silence is audible.

For ten years or more there has been on the statute books of the Dominion an Irrigation Act, empowering the Government to sell land which requires irrigation to whoever wants it, on condition that the purchaser spend an amount equal to two dollars per acre in putting water on the land. The price of the land from the Government is one dollar per acre. No adverse criticism has been offered to this Act. The policy embodied in it has been approved by the majority of the Opposition as well as of the Government. On the policy and the legal embodiment of the policy there is and has been no divergence.

MR. MAGRATH VERSUS MR. AMES ET AL.

Mr. C. A. Magrath, Conservative candidate in the constituency of Medicine Hat, told an audience in that city that if a member of Parlia-

ment he would oppose Mr. Borden if that gentleman attempted to interfere with the contract with the Robbins Irrigation Company. Mr. Magrath was, and presumably still is, a prominent member of the Alberta Railway and Irrigation Company, a private enterprise to the Southern Alberta Land Co., the holders of the Robbins contract. He speaks therefore with knowledge of the irrigation business, its costs, its profits and its public advantages. More as a member of a rival concern he can be suspected of no desire to paint the bargain made with his competitors in a too-rosy hue. If the public got worsted in the deal with the Robbins people, Mr. Magrath would be only too glad to tell them so, the more so because in saying this he would be confirming the allegations of his political friends, while in approving the contract he turns those allegations over to ridicule. Mr. Magrath knows irrigation and the merits of irrigation without irrigation. Successive Governments tried it for twenty years and failed. The railway companies refused to take any part of their land grants in the tract. Two lines of railway traversed it for twenty years yet it was unsettled and unproductive, and had no possible promise of becoming so without water. The company undertake to irrigate the tract, spending one hundred thousand dollars per year for five years and one million dollars in ten years. The Government reserve the right to fix the rate, they may charge the farmer water. Without the water on it the farmer would not take the land for nothing. The Government hold the power to say how much the company may charge him for the water if he buys the land. Therefore the Government hold the power to say how much the company can get him to give for the land. And all the land unsold at the end of fifteen years reverts to the Crown.

But, say the critics, the original buyers sold their contract for an immense profit. Well, the Irrigation Act is still on the statute books. There remain immense areas unproductive for want of water. There are in the party of the critics many gentlemen who have shown both the inclination and skill to make money out of Western lands. Why do not these gentlemen apply for an acre under a precisely similar contract to that of the Southern Alberta Land Co.? Has Mr. Foster lost his ability to see a chance to make a turn? Has Mr. Fowler lost his persuasion that he cannot "sell" his estate and his money out of Western lands? Yet before them is a gentleman who held up the contract as an outrage in every other section of Canada having nothing to say about it. The place to trash out of the Robbins deal is Medicine Hat, yet the only place it was not ventilated by the critics was Medicine Hat, and the only Conservative member or would-be member who has touched upon it, and he declares he approves of it, declares so when the interests of his pocket book, his campaign and his party all urge him to condemn it if he can find ground to do so.

Mr. Magrath is not alone in his party in admitting the public merits of the bargain. It has been admitted by the very men who have held it up elsewhere and at other times as an instance of public robbery. Both Mr. Borden and Mr. Ames have addressed meetings in Medicine Hat since the contract has been before the public. Both discussed political questions. Both avoided discussing the Robbins contract as they would avoid poison. Yet both had declared in Parliament that it was an outrage; both had utilized it as ground on which to attack the Government in the Eastern Provinces, both have displayed an instance of gross negligence in the public interest, both in the East and the West. Now, if this deal was wrong in Toronto it was wrong in Medicine Hat. If it was an outrage in the Maritime Provinces it was an outrage on the people of Medicine Hat. Yet before them is a gentleman who held up the contract as an outrage in every other section of Canada having nothing to say about it. The place to trash out of the Robbins deal is Medicine Hat, yet the only place it was not ventilated by the critics was Medicine Hat, and the only Conservative member or would-be member who has touched upon it, and he declares he approves of it, declares so when the interests of his pocket book, his campaign and his party all urge him to condemn it if he can find ground to do so.

Mr. J. S. Willison is trying to threaten to invoke the copyright law to prevent Liberal journals quoting his "Life in Letters" in the "Toronto News" smooth plausibilities about the advantages of Haman's Gallows tariff rudely disturbed by a paragraph like this from the pen of its editor:

"It is vain to expect general agreement as to the results of the operation of protection in Canada. The fact stands that under the protectionist system our rate of progress was the most unsatisfactory in all our history, and that the sounding prophecies of industrial prosperity and national growth which filled the mouths of politicians by whom the system was imposed upon the country, had imperfect and inadequate realization."

A man named David many centuries ago longed that his "enemy would write a book." Mr. Willison no doubt feels capable of writing an exposition of that particular passage by his time, adorned with incidents of personal experience.

The Ottawa Citizen (Conservative) puts it this way: "Editor Willison's lines have not only fallen in unpleasant places but they seem to be badly crossed. Not long ago he was a Liberal of the Liberals; then he was an independent of the independents, and just recently he has become a Tory of the Tories. In the Robbins-Macdonald mix-up he is being called upon to vindicate the Globe against the Conservative Premier; in his independent capacity his utterances against the Conservatives are being used as campaign literature in North Toronto; and in his Conservative capacity he is endeavoring to suppress the publication of his independent utterances by taking action under the Copyright Act. As a Liberal he writes a big 'Y' we regret to report that Mr. Willison is not making much of a fist of it."

THE DIFFERENCE.

"Ladies, have you ever been at a quilting party? If you have, you will know that while some women get their frames full when the breaking up time comes, others only have done some part; and when you ask 'why'

you will find out that it is because they have gossiped instead of having worked. The Laurier administration quits all the time, 'why' the Opposition gossips. "Which do you prefer? A Government which does things, or an Opposition which does nothing but call names?" —Hon. Geo. P. Graham.

IN THE "PROTECTIONIST" ZONE.

The Mail and Empire says the people of Galt want the "return of the Conservative policy of protection and prosperity." Now, what tariff policy do the Opposition stand for?

PREMIER McBRIDE'S ENVOY.

Ottawa Free Press—It is announced by the British Columbia, Hon. Richard McBride, has decided that his daily meetings in support of the seven Conservative candidates in his own province will be of more service to the success of Mr. Borden than to spend two weeks on the train in the west to take part in the Ontario meetings. He has accordingly sent as his substitute, Hon. W. J. Bowser, K.C., an attorney general.

This is the same Mr. Bowser who stands convicted by the public records of having publicly carrying on an agitation in Vancouver against the immigration of Japanese, acted as the attorney for a Japanese company in the preparation of a contract for the importation of coolies to be employed by the Canadian Pacific Railway company. And, worse than that, he was the author of the so-called Natal Act of British Columbia last year, wherein in the first clause of the word "not" made legal the admission of the very coolie immigration which Mr. Bowser is publicly opposing.

The Victoria Times puts the case none too strongly when it says:—"Mr. Bowser is already finking, and he is about to take unto himself the wings of the morning and fly to the remotest parts of the Dominion to avoid meeting Mr. Duncan Ross on the platform and dispute the validity of his own signature. If ever a man was a chameleon, it is Mr. Bowser. The balance it is Mr. Bowser's. If ever a public man owed a duty to his constituents, it is Mr. Bowser's. He is at least trying to refute the damaging accusation of having allowed a bill to be so altered as to make lawful the importation of coolies, and of having drawn a contract with a Japanese laborer to make money out of Western lands. Why do not these gentlemen apply for an acre under a precisely similar contract to that of the Southern Alberta Land Co.? Has Mr. Foster lost his ability to see a chance to make a turn? Has Mr. Fowler lost his persuasion that he cannot 'sell' his estate and his money out of Western lands? Yet before them is a gentleman who held up the contract as an outrage in every other section of Canada having nothing to say about it. The place to trash out of the Robbins deal is Medicine Hat, yet the only place it was not ventilated by the critics was Medicine Hat, and the only Conservative member or would-be member who has touched upon it, and he declares he approves of it, declares so when the interests of his pocket book, his campaign and his party all urge him to condemn it if he can find ground to do so."

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Table with 2 columns: Item, Amount. Includes Number of Post Offices, Percentage increase, Money Order and Postal Note Offices, etc.

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Table with 2 columns: Item, Amount. Includes Making financial improvement of, etc.

Winnipeg Free Press—The postal rates in the United States are described as coming home more easily, in a sense, to the lives and the business of the people than any other of the public services. There is no better test of the great development of the Dominion during the past decade than the expansion of the postal system.

In no year in the history of the Dominion has the postal department had a surplus. In 1896 there was a deficit of \$781,152. Since 1897 the postal department has had a surplus every year. Last year this surplus was \$1,101,287, the grand total since 1903 being \$4,282,219.

In reviewing the postal development since the Liberal government took office in Canada last year, the minister of the post, Mr. Lemieux, said in his speech at Niagara Falls: "I take no credit for the postal department. It is due to the master hand of my predecessor, Sir William Mulock, one of the most public-spirited men this country has ever produced in Canada, who, following in his footsteps, And, mark well, this magnificent surplus has coincided with a reduction in the salaries of the postmasters, with a large increase in the number of post offices, with an enormous addition in the number of parcels sent, and with a reduction in the postal rates."

Mr. Lemieux is entitled to the credit of the postal department. He has reduced the drop rate in cities from two cents to one cent, made in the closing session of parliament, is the latest in a long series of reductions in postal charges. The inland letter rate was reduced from three cents to two cents.

The letter rate from Canada to Great Britain, and to every portion of the British empire, has been reduced from five cents to two cents. The rate on Canadian newspapers and periodicals sent from publishers in Canada to subscribers in Great Britain and other parts of the British empire has been reduced from eight cents per pound to four cents per pound, or 50 per cent.

The rate on newspapers and periodicals sent by the general public in Canada to subscribers in Great Britain has been reduced from eight cents per pound to four cents per pound, or 50 per cent. And correspondingly, last year Mr. Lemieux was able to obtain from the postmaster general a reduction in the rate of postage on British magazines and newspapers coming to Canada from eight cents per pound to two cents per pound.

Speaking of these two last mentioned reductions, Mr. Lemieux said in his speech at Niagara Falls: "I claim that both these reductions have already been abundantly justified. The Canadian reduction has been a means of making Canada better known, and of attracting population, wealth and industries. On the other hand, the inland rate reduction has promoted the growth of the country throughout the length and breadth of Canada a true spirit of loyalty and devotion towards the mother country."

A few figures will show how, with the substantial reduction in the rates of postage, and with the increase of salaries to postmasters from \$12 to \$35, the service in Canada has nevertheless been extended by the Liberal government since 1896—

Table with 2 columns: Item, Amount. Includes Number of Post Offices, Percentage increase, Money Order and Postal Note Offices, etc.

Table with 2 columns: Item, Amount. Includes Amount of Money Transmitted by Money Orders and Postal Notes, Percentage of increase, etc.

Table with 2 columns: Item, Amount. Includes Making financial improvement of, etc.

The above figures show that the administration of the post office department, while keeping pace with the general progress of the country, has been characterized by unusual care and good business methods.

In regard to the free rural mail delivery which Mr. Lemieux announced at Niagara Falls, he said in his speech at Niagara Falls: "I take no credit for the postal department. It is due to the master hand of my predecessor, Sir William Mulock, one of the most public-spirited men this country has ever produced in Canada, who, following in his footsteps, And, mark well, this magnificent surplus has coincided with a reduction in the salaries of the postmasters, with a large increase in the number of post offices, with an enormous addition in the number of parcels sent, and with a reduction in the postal rates."

Mr. Lemieux is entitled to the credit of the postal department. He has reduced the drop rate in cities from two cents to one cent, made in the closing session of parliament, is the latest in a long series of reductions in postal charges. The inland letter rate was reduced from three cents to two cents.

The letter rate from Canada to Great Britain, and to every portion of the British empire, has been reduced from five cents to two cents. The rate on Canadian newspapers and periodicals sent from publishers in Canada to subscribers in Great Britain and other parts of the British empire has been reduced from eight cents per pound to four cents per pound, or 50 per cent.

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mail delivery; which was not inaugurated in the United States until that country had 70,000,000 population and a postal revenue of over \$80,000,000 a year. In this matter we in Canada must cut our coat according to our cloth. For some time, as announced by Mr. Lemieux, the officers of the post office department have been studying the main features of rural free delivery as operated in the United States, with a view to the possible introduction of a scheme in accordance with our revenue, population and physical conditions. It is satisfactory to know that in inaugurating this service the government has a postal surplus for the past year of over a million dollars to come and go on.

THE LAST NORTH.

Toronto Star—The city of Edmonton is fortunate in having a board of trade progressive and broad minded as any in Canada. Optimism is common enough in the west. It is as natural as the rejoicing of a young man in his strength. It is the inevitable result of the contemplation of tremendous opportunities. We have been uncharitably in our judgment of what we called "spread-eggsism" in the United States. A hundred years ago the United States acquired the Mississippi valley for a price equivalent to half the present assessment of a ward of the city of Toronto. The settlement of this region produced an expansion similar to that which we are witnessing in Canada today. As the tide of migration rolled still farther westward, hope rose still higher. Some of the dreams were realized; from somewhere there was a rude awakening. In our own joyous youth we ought to recall with sympathy the youthful dreams and aspirations of another nation; and to regard its faults and errors not with scorn, but with the feeling that difficulties, if not our own path, and that great opportunities bring with them great responsibilities.

In Edmonton you find not only the natural optimism of youth, but the responsibility arising out of a unique position. Edmonton is now the northern terminus of two railways, and will soon be the northernmost city of Canada, leaving out of consideration the Yukon territory and the starting point for the development of the Peace River country. From this city those who like the romance of travel may go by stage and boat to the Arctic ocean, travelling by the famous MacKenzie river, the great regions watered by the Bear River, Great Slave lake, and Great Bear lake, and to the northward, where hardy explorers and traders may now be reached in comparative comfort by those who do not mind the ordinary hardships of travel outside the railway lines. The Edmonton board of trade publishes a book containing maps and carefully prepared schedules of the different routes, stages, boats, and stopping places, with the prices of accommodation. Those who are interested in the development of Canada, as well as those who are tired of the old paths of travel and crave new sensations, will do well to communicate with the Edmonton board of trade. The west will grow old, and the east will grow young, and the north will be the scene of the most active of its youthful romance must act in fourteen times as great a way, quickly. The shriek of the locomotive and the whistle of the train will be heard far to the north of Edmonton.

These are the only matters in which they attempted to do anything, and they were astray of the facts in both. The misconception of the methods and work of the department was the appointment of a commissioner of lights had been a most unfortunate departure, so far as efficiency of the special work was concerned, and certainly had not added to the general efficiency of the marine and fisheries department.

Mr. Robb, secretary of the shipping confederation, told Royal Commissioner Cassels on September 2 that in 1890 the shipping trade and the shipping interests were working in Canada and going to United States ports on account of the dangers to navigation and the extra insurance charges by marine insurance companies. This channel needed dredging and mo lights. Ships were delayed eight hours waiting for the light, and did not proceed in the darkness. The channel is now deep enough for the largest sailed and the improved light has rendered it safe to proceed at night, the buoy service on the St. Lawrence being the finest in the world. The tendency to leave Canadian ports and go to United States ports has been stopped and a reverse movement has set in, steamships at the United States ports finding that there is no gain freight there used to be because the American railways could not compete with the all-water St. Lawrence route from Fort William. This was shown by a memorial recently addressed by the Boston and New York steam service to the Trans Atlantic Association, praying for lower railway rates, because New York, Boston and Baltimore were now in the position of having to wait until Montreal was served, the freight rates being upwards of two cents a bushel in favor of Montreal.

The civil service commissioners estimated that the departmental members of the board acted under political pressure and influence, and that the unofficial members only looked after their own interests. Against the former may be set the statement of Mr. Robb that the pilot service was now free from anything in the shape of political influence, and that the system was much improved. The latter was using the same words, but what would benefit one would benefit all equally. "I would defy any body," he said, "to give me any item that has been passed by that board that was in the interests of the country, and against the interests of the department."

The other instance on which he condemned the department was a certain parcel of flour by the agent at Quebec. Officers in Ottawa having had occasion to question the agent, were given an explanation. A long correspondence took place between the accountants' branch of the department, the agent, and the account was finally inquired into to ascertain whether the price asked was fair. Every precaution was taken so that no more than a fair and just price should be paid. The commission, however, charged the agent with carelessness, and wrongly stated the account was inquired into at the instance of the auditor general. The fact was that it was inquired into the initiative of the department itself. The auditor general had seen the account, and had nothing to do with the inquiry.

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THE MARINE DEPARTMENT.

Hamilton Times. The appointment of the royal mission of inquiry into the marine and fisheries department was of the fortunate acts of the government in the last session of parliament. The department had become so overgrown with slanders and misrepresentation that the public began to receive it as some infernal inferno of graft and corruption—useless and unprofitable. The royal commission's investigation, far, has been a gradual lifting of fog, which has obscured the things of the department, and the light of truth has struck upon a here and there along the long line of the department's operations, it revealed instead of wrongness, profit instead of unprofitableness, and usefulness instead of loss.

The fog which obscured the work of the department was a thick fog of the mind of the general public. The royal commission's investigation, far, has been a gradual lifting of fog, which has obscured the things of the department, and the light of truth has struck upon a here and there along the long line of the department's operations, it revealed instead of wrongness, profit instead of unprofitableness, and usefulness instead of loss.

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THE MARINE DEPARTMENT.

Hamilton Times.

The appointment of the royal commission of inquiry into the marine and fisheries department was one of the fortunate acts of the government in the last session of parliament. The department had become so overlaid with slanders and misrepresentation that the public was beginning to conceive it as some infernal machine of graft and corruption—useless, inept and unprofitable. The result of the commissioner's investigations, so far as has been generally known, is a dog, which has obscured the real dog of the department, and, as the light of truth has struck upon a point here and there along the long coastline of the department's operations, it revealed merit instead of worthlessness, profit instead of unprofitableness, and usefulness instead of uselessness.

The fog which obscured the good work of the department was an exhalation from the mind of the Hon. George E. Foster. He was once the minister in charge of the department, and he was conscious of the merit of the results which had been achieved, he saw, no doubt, the changes that had taken place since his own time, and he knew the government would be taking credit for having made them. So he resolved to divert attention from the achievements of the government by attacking the reputations of the men immediately responsible for them; and he so fully charged the various suspicion and calumny that, for two years, the whole department and every one connected with it were under a cloud. The alleged corruption of the marine and fisheries department settled down into an article of faith, and the civil service commissioners, coming along, caught in the infection, and began to read the files of the department with suspicion in their hearts and to resolve to probe their assumption that the minister agreed to a recommendation that the price of a contract for coal should be raised, because the contractor complained that the price in the contract was below cost. Whereas the fact was that the minister ordered that the contractor be compelled to supply the coal at the price which he considered, and the contractor had to do it.

The other instance on which they condemned the business methods of the department was a contract for flour by the agent at Quebec. The officers in Ottawa having had occasion to question the price, they were given an explanation. A long correspondence took place between the accounts branch of the department and the agent at Quebec, which finally resulted in an inquiry into the account which was made by the auditor general. The fact was that the inquiry was made on the initiative of the department itself. The auditor general had not seen the account, and had nothing to do with it. The result has been that these are the only matters in which they attempted to back up their opinions, and they were astray of the facts in both.

The methods and work of the department continued throughout the report, and they condemned wholesale the work of the lighthouse board, composed of the four senior officials of the department, Hugh A. Allan, of the Allan line of steamships, and Capt. W. A. Rogers, of the Canadian Pacific steamship lines, British Columbia. The commissioners stated that the formation of the lighthouse board had been a most unfortunate departure, so far as the efficiency of this special work was concerned, and certainly had not added to the general efficiency of the marine and fisheries department.

T. Robb, secretary of the shipping confederation, told Royal Commissioner Cassels on September 2 that in 1900 the shipping trade and the shipping interests were all leaving Canada and going to United States ports, on account of the dangers to navigation and the extra insurance charged by marine insurance companies. The channel needed dredging and more lights. Ships were delayed eight hours waiting for the tide, and could not proceed in the darkness. The channel is now deep enough for the largest ships and the improved lighting has rendered the navigation more certain, the buoy service on the St. Lawrence being the finest in the world. The tendency to leave Canadian and go to United States ports has been stopped and a reverse movement has set in, steamships at the United States ports finding that there is not the grain freight there used to be, because the American railways cannot compete with the all-water St. Lawrence route from Fort William. This was shown by a memorial recently addressed by the Boston and New York steam service to the Trans-Canada Line association, praying for lower railway rates, because New York, Boston and Baltimore were now in the position of having to wait until Montreal was served, the freight rates being upwards of two cents a bushel in favor of Montreal.

The civil service commissioners insinuated that the departmental members of the board acted under political pressure and influence, and that the unofficial members only looked after their own interests. Against the former may be set the statement of Mr. Robb that the pilot service was now free from anything in the shape of political influence; ineptitude had been stamped out, and the pilotage system was much improved. The latter part of the insinuations is contradicted by Mr. Hugh Allan himself, who told the royal commissioner that there were fifteen different steamship lines using the St. Lawrence, and what would benefit one would benefit all equally. "I would defy anybody," he said, "to bring up any item that had been passed by that board that was in the interests of the country, or against the interests of the country."

The civil service commissioners de-

scribed the board as an irresponsible body. Mr. Allan replied: "The board has representatives of two of the shipping companies of the St. Lawrence route, and men representing such vast business interests as the shipping companies of the St. Lawrence, with their immense tonnage and volume of trade, are supposed to stoop to act without sense of their responsibility. I must say I feel sorry for the people who would think such a thing of them, and express the opinion that the business instincts of the men of this country had fallen so low."

The civil service commissioners stated that the lighthouse board had been the means of greatly increasing the expenditure of the department, and that much of the increase had been wasted by extravagance. Mr. Allan's reply was that the insurance rates had been reduced since 1900 from 8 1/2 cents to 38 cents on provisions, and from 90 cents to 38 cents on grain and so on. The saving to shippers in 1907 was \$280,000, and in 1908, \$340,000 a year. This was not the result of increased competition between insurance companies, but was the direct result of the improvements in the aids of navigation—principally to the improvements in the light service."

The civil service commissioners vaguely suggested that the changes in the buoy lights to those of a more powerful lumination was unnecessary and extravagant. Mr. Allan said he had discussed the question with the navigating officer of the British flag at Quebec, during the visit of the British battleship, and he expressed himself as highly pleased with everything. The officer had read the civil service commissioners' report, and he strongly denied that any of the lights in the channel were too strong, pointing out that in no vast body of water as the gulf, subject to fog and other atmospheric disturbances, just such powerful lights were needed. Mr. Allan added that he did not believe there was an unnecessary buoy in the St. Lawrence.

The home thrust to the civil service commissioners' criticism was, however, given by the following statement: "I think it is the most fortunate thing that ever happened to the shipping interests of this country that the lighthouse board was established as it was. Any man who knows the first thing about the shipping business could not go from Montreal to the coast, even as a passenger, without having forced upon his attention the tremendous strides that have been made in the navigation of the St. Lawrence. The board has made it not elementary instance. Today the largest steamer can navigate between Montreal and Quebec, which could not have done before the present lights were adopted. My experience is that the formation of this board was a most fortunate thing, and that now the shipping interests are looked after and the various works of the department properly reported and looked after."

This case is the more interesting because it reverses the opinion of the protective conditions that obtain in Canada. When the Canadian farmer complains that he is taxed heavier than the farmer of any other country, the latter asserts that he averages up things by providing the farmer with an increased home market and higher prices for his produce, which he would otherwise obtain. To which the farmer replies that the export price in the free trade market of the United Kingdom practically regulates prices here and that he is paying through the nose to the manufacturer with less than he would be getting if the effect of a tariff which taxes imports is to throw the whole cost of transportation on the exports, and thus it all comes off the farmer's price. But in Germany the boot is more or less on the other foot. The British consul-general says that the enthusiasm is roused in the industrial part of the community from the knowledge that in the first instance the increased cost of the product is a "patriotic" policy, which is followed in the interests of so-called German agrarian traditions. Indeed, the discontent of the manufacturer in industrial population is intense, as in their case the burden falls chiefly on the manufacturer, and not on the community. We have thus before us two diverse instances where protection taxes the community, in railway parlance, "all round the board," and instances of the same could be quoted by the hundred. Indeed, what is protection for, but artificially to raise prices? The economist, Thomas Rogers says: "When trade is restrained in the interests of foreign origin, which may be reasonable, though under less advantageous circumstances, at home, and the product is an article in which the use may be to a limited extent only be economized, the following results ensue: Prices rise and profits rise—course at the expense of the consumer. That is common sense and so simple that no sophistry, unscrupulous or otherwise, can controvert it."

Steel company is highly organized in every particular, the fixed expenses have been reduced to a minimum, the plant is up-to-date to the last degree, and it has a clientele amounting to eighty million people—the largest free trade, unobstructed market in the world. Yet has it ever attempted to reduce prices to the home consumer? Not at all! We have it on indisputable authority that while that company was charging thirty-two dollars a ton for steel rails in the home market, it was laying down the same quality product in the British market at twenty-four dollars or thereabouts; and Mr. Charles Schwab, one-time president of the company, boasted the United States could turn out steel rails at nineteen dollars a ton, and so beat the British producer by several dollars a ton.

Germany is the country which protectionists are constantly holding up as a commercial model. Some time ago, Germany put into force a customs law, designed to keep out foreign goods, and to give a preference to goods produced at home at very little, if any, advance over foreign prices. German consumers were assured that the English people have been by the tariff reformers, that their food "would not cost them more"—or not so very much more. We have now a report, of a valuable report of Sir Francis Oppenheimer, the British consul-general in Germany, which declares that the new commercial treaty, which has "moralized agrarian terms," have artificially raised the prices of food in Germany, and it is easy to conceive the degree. "The agrarian duties," says Sir Francis, "have not only affected the prices of corn and flour, but the price of all agricultural products, and the price of all necessary food stuffs is so high that the chamber of commerce of Bremen, in its annual report, openly speaks of the 'death of victuals.' That the agrarian owners reckoned on protection to raise prices is seen by the fact that while an extensive traffic in agricultural estates took place as a consequence of the higher duties, 'the duties were included in the price in calculating the capital value.' It has been calculated that one-third of the increased expenditure of the German farmer is made up of the increased cost of victuals and fodder, in consequence of the new customs duties. The cost of raising a bushel of wheat in Germany is now 100 per cent. more than in the United States, and the price of a bushel of wheat in Germany is now 100 per cent. more than in the United States."

Canada's Trade.

Toronto Star—The total trade of the Dominion, that is, the aggregate of the value of the imports and exports of the Dominion, is set forth in the following table, compiled from the latest reports of the department of trade and commerce:

Table with 2 columns: Year, Value. 1885: \$182,072,810; 1886: 189,965,778; 1887: 206,592,661; 1888: 214,941,885; 1889: 227,354,021; 1890: 228,272,270.

The figures are rounded in the table, but nothing like what is shown by the figures for the alternate years of the twelve years that have elapsed since the formation of a Liberal government has been doing all in its power to promote the country's welfare. Here are the corresponding figures for this term:

Table with 2 columns: Year, Value. 1903: \$290,222,959; 1904: 357,237,528; 1905: 414,941,885; 1906: 464,985,567; 1907: 546,947,437; 1908: 628,169,413.

Political economists used to argue that a country was disadvantaged by exporting more goods than it imported. This theory is not generally accepted now, but in any case, it could not apply to a new country into which was pouring a desirable immigration, because the mass of imports would include the possessions of the newcomers, and also much of the capital in the form of both money and material which came to be used in the opening up and development of the country's resources.

Therefore Canada may well be congratulated upon the magnitude of her imports as well as upon her surplus products, which we send to other countries. It is the merchandise imports for the periods above set out, but choosing years at wider intervals for the sake of showing our table, we obtain the following statement:

Table with 2 columns: Year, Value. 1885: \$7,101,144; 1886: 108,806,040; 1887: 112,983,490; 1888: 177,776,044; 1889: 211,053,678; 1890: 263,363,552.

The lesson is obvious. It is simply that the methods adopted by the Liberal party for the encouragement of useful immigration, the facilitating of industry, the opening up of opportunities for agriculture and other wealth-producing operations, have all been more successful and effective than the policies which they replaced. It would be folly to abandon these methods, either to return to the old conditions of comparative stagnation, or to experiment with any new schemes which have not yet been even clearly formulated or explained.

The Golden West.

Toronto Star—The marvelous growth of the west in the last twelve years is one of the stubborn facts which confront the Conservative campaigner. It is easy to say that the prosperity of the west is due to the fertility of its soil. But why, with its extraordinary natural resources, did the west remain for so many years unpopulated and of little practical benefit to Canada or to the world? Why, in a short time, has it become a great source of wealth to the Dominion, and why has it become a source of wealth to the world? The figures of immigration, of homestead entries, of population, of the western yield of wheat and other crops have been repeatedly given, and they tell a wonderful story. But it is not necessary to prove the prosperity and growth of the west.

Anyone who visited the west in 1886 and again in 1908 will tell you that he saw virtually two countries. In 1886 there was one province, and a great stretch of unorganized territory, thinly peopled and cultivated in large sections, and half between the Canadian army and the American. Today there are three provinces, settlement and cultivation, and each with splendid prospects. The Calgary district, for example, twelve years ago was a vast, unpopulated, and uncultivated area. Today it is a great source of wealth to the Dominion, and why has it become a source of wealth to the world? The figures of immigration, of homestead entries, of population, of the western yield of wheat and other crops have been repeatedly given, and they tell a wonderful story. But it is not necessary to prove the prosperity and growth of the west.

MR. BORDEN AND THE SLANDER TALK.

Toronto Globe—When Mr. R. L. Borden, in his speech at Ottawa, on the 10th inst., alluded to the fact that he had been slandered by the provinces he need not

show such vexation because he is being held responsible for their slanderous talk. His Neutenants and supporters in the House of Commons may have to endure, even though he may not have grace to "suffer fools gladly." That is part of the burden of leadership, and goes with his salary as opposition leader. But when he introduced the foolishness of Premier Roblin and applauds his platform bluster he becomes a party to the offence. Mr. Borden must know that "foolishness" is a too generous word to describe the attacks made upon the Laurier government because of what was done by a Conservative government of British Columbia lands to a private syndicate. He must know that the government at Ottawa had nothing whatever to do with granting the charter which alienated 400,000 acres of British Columbia lands to a private syndicate. He must know that not one acre of that land belonged to the Dominion; that the charter which was granted by a Conservative government in Victoria to a syndicate every man of whom was a Canadian landowner, and that the charter which was held by Conservatives, and its requirements unfulfilled, were a Liberal held a dollar of its cost. He should know that Mr. Borden knows that Mr. Foster is a dead weight, and yet he dare not let him go.

They represent the total exports of merchandise of all kinds from the Dominion:

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They represent the total exports of merchandise of all kinds from the Dominion:

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DILEMMA OF LEADER BORDEN.

Toronto Globe—Mr. R. L. Borden is in a dilemma, and he has no precedent for a guide. He is the first man to go to the country as an official, recognized and salaried party leader.

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