

GRAVE DANGER AHEAD FOR MR. BORDEN.



THE COUNTRY.—"Don't want to discourage yeh from takin' an interest in this here railway of ours, Mr. Borden, but I'd just like to intimate that ef yeh don't gee up a bit an' git the track yeh goin' t' git knocked hig her'n a kite before long."

A FALLACIOUS ARGUMENT.

A Conservative argument claims that in 1902-3 "Americans bought from Canada 62 cents' worth of merchandise per head of population, whereas Canadians per head of population bought from the United States about \$21.16." Further, "per head of population the Americans bought only about ten cents' worth of Canadian farm products, while Canada bought from the United States about \$2.99 worth of the same kind of farm products per head of population."

colleagues of the Government were ready to make a trade treaty." "These thousands of settlers (in the Northwest), must have all the supplies of modern civilization as well as the materials for their work. Who is to supply all this? We naturally wish that it should be the manufacturers of Canada, and not the manufacturers of the United States. We want them to buy their supplies here, to ship their products out through our country, and get their supplies in the same way."

A ONE HORSE ISSUE.

The Montreal Gazette will have nothing to do with Government ownership of railways, the chief dish of Mr. Borden, and even grinds at municipal ownership of minor utilities. The issue which the Gazette has introduced into the campaign in place of Government ownership and which it is handling with rare skill and pathos, is a phalaris horse, sixteen years old, that draws a mail cart in Montreal. It appears that the work of collecting letters from the boxes and branch offices in Montreal is performed by a contractor, who employs horses, one of which is said to be but a saving remnant of a mere shadow of its pristine glory. The Society for the Prevention of Cruelty to Animals got after this base contractor the other day, and with Sir William Mulock's hearty approval, where justice was done in the premises. Yet the Gazette gravely accuses Sir William of being responsible for the shattered condition of that horse, no connection of the animal with Dan that once constituted the Tory platform in Ontario politics, and calls upon all respectable people to punish him by voting him and his colleagues out of office. It is not a thesis calculated to elevate our political ideals to any great extent, but an organ that is fighting shy of its party's principal plank must needs do something to make atonement. The phalaris name, by the way, is Sir Charles and there is a suspicion that the P.M.G. is shamefully using him out of hatred for the robustness war-horse of Cumberland.

tor or Napoleon Bonaparte his white Marengo to a sausage maker? By no means. Every school boy knows that, when the war drums ceased to throb for them, those heroic animals were carefully put away in a closet and lived to a good old age. Why, then, did Sam allow Sir Charles to fall into 'Grit' hands and thus doom him to serve Sir William Mulock in this menial capacity?

The Gazette erases this side of the question. Speaking with all respect, the least Colonel Hughes could have done when he had sheathed his gory blade, was to dedicate Sir Charles to the Orange lodge at Lindsay for service on each recurring Twelfth. Almost any lot in life would have been preferable to that of dragging a red cart for a Rogee P.M.G. through the streets of a town most of whose inhabitants live and die without getting the "annual" and probably without being aware that this gallant steed once carried the two heroes who by their own unaided efforts saved the Empire many a time and oft in the Boer War, and alas! got nothing for the job.

In days of old, when one Arthur Wellesley was winning his spurs in India, an Irish ballad-maker chanted the deeds of Private Mellick of the Mayo corps that was in the forefront at Bhurnigur. The two armies were standing in, battle array about sunrise on that eventful day when this remarkable occurrence took place before the eyes of all; The Hindoo King he climbed a tree, a spy-glass in his eye, To see his mumbering pagans our British valor try; But soon he gapped, grey and old and shook, and cried in tones of woe—"Oh Jankus, let me out of this—there's Anny Mc-Iloo."

And the campaign thorough ten minutes, Wellington obtained the credit, Anny got sixpence a day, So in South Africa, Sam and Servant Turpin and Sir Charles smacked British rigors from British defeat several times a week—at any rate as often as was necessary—yet what is their reward? Servant Turpin has retired to his humble home at Fenelon Falls, Sir Charles is dying by inch's far from home and kindred under Mulock's intolerable regime, Sam is about to be overwhelmed by the Grits in Victoria and the Canadian House of Parliament shall know him no more! Vanities of vanities, this is a chilly world for loyal men and beasts under Laurier rule.

A BITTER PILL.

The high and dry Tori, a those who still proudly speak of their party as the "party of gentlemen" are incensed at Mr. Borden's bidding for the Socialist vote in Manitoba and British Columbia. What is the mission of Toryism, they ask, if not to combat the radical and revolutionary doctrines preached by these people; and how can he justify his action in practically making an alliance with them that is bound some day to prove exceedingly embarrassing Government ownership and operation of railways is about the last thing that would have occurred to the Tory party under its former leaders; in fact these leaders repeatedly went out of their way to denounce it, and spoke with the authority of men who had had experience of the International.

brought out by outsiders show that the policy conduces to extravagance, inefficiency and corruption—a condition of things, in short, familiar to ourselves in connection with the Intercolonial Sixty years ago the British parliament took power to purchase all the railroads after a period of 21 years, but no one seriously advocates such a step to-day, the results of State operation on the Continent having demonstrated, that, allowing for all its imperfections, company ownership and operation is preferable in the public interest. In the United States our Special friends desire to see the railways and everything else nationalized, so that society may be resolved in the end into a vast pooling arrangement, whereby the strong shall maintain the weak and the thrifty support the improvident. But as in England, so in the States, the temper of the Anglo-Saxon race is not favorable to such experiments and the acquisition of the railways by Government is advocated by few outside the diminishing Populist party and the Socialist press.

How many Canadians familiar with the history of the Intercolonial would care to see that road carried to the Pacific? What would be the consequence to the farmers and others constituting the bulk of the population, who are and would continue to be served by company lines? Would they not have to pay commercial rates on their own produce together with extra taxes to make up the loss arising from the political or electioneering rates granted to the settlers along this transcontinental road? Mr. Borden ignored the interests of this multitude and listened only to the shrill cry of Mr. Maclean of the Toronto World, whose mission is to save mankind by patent cure-alls that come to him in his dreams.

Above all, Mr. Borden is flying in the face of the traditions and present temper of his party, which accounts in the main for the striking apathy and want of enthusiasm reported by disappointed persons who have attended his meetings.

EDITORIAL NOTES

Falling Thursday, Nov. 3rd. Canada can stand four more years of prosperity. Victoria and Halliburton should get in line with the Party of Progress.

Oct. Tuesday, Oct. 11th, the Liberals of Victoria and Halliburton will meet in the Academy, Lindsay, to select their candidate.

Hamilton Times: The Dundas Star does not like our alteration, "Laurier, Liberty, Loyalty, Liberalism." Perhaps it prefers "Borden, Borden, Boredom, Bluster."

Sir Richard goes to the Senate. Liberalism will still profit by the Grand Old Man's ability, although his bodily vigor is not as of yore. Long may he serve his grateful country!

As announced in our telegraphic despatches elsewhere, Parliament is dissolved. Nominations will take place on Oct. 27, and voting on Nov. 3rd. As predicted yesterday, the campaign will be short and sharp.

Toronto Star: Notwithstanding Mr. Borden's threat in which he warned the Grand Trunk shareholders against going on with the present contract, the Manufacturers' Association thankfully concludes that "the Grand Trunk Pacific is now assured."

At a political meeting held at Bowmanville last evening in the interest of Col. Ward, the Conservative candidate for that riding, Col. Sam Hughes, in his speech endorsed Lord Dundonald and his military bill, in which he upheld compulsory service and drill.

The customs receipts in Regina for the year ending June 30, 1904, totalled \$241,700, an increase of \$91,700 over the previous year's receipts. This return is eminently satisfactory and is a striking illustration of the rapidly growing prosperity of all portions of the Northwest.

In the last three years of the McKinley tariff the United States consumption of wool was 1,257,449,293 lbs. In the three years of the Williams moderate tariff it was 1,000,879,588 lbs. In the three Dingley years, 1898 to 1900, it declined to 1,167,744,567—a falling off of over 430,000,000 lbs. The people use more sheep, dy under the Dingley tariff.

The outdoor treatment of consumptives is becoming very general, and is regarded no longer as an experiment. The Surgeon-General of the U. S. navy proposes that men of the navy affected with consumption shall not be discharged or become pensioners, but shall be subjected to treatment under conditions that shall be most favorable to their recovery. The purpose is to have a "home" for the "board" at an elevation of about 2,000 feet. Dr. Frederick Solon has a floating sanitarium to test the advantages of salt air and sunshine in the arctic climate. The

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At the Big Shoe Store we give you the Best Styles, most Serviceable Goods, and Save you Money on every purchase. Once a customer always a customer here. WE SELL THE "COTE" LONG BOOT AT \$2.50, \$3.00, \$3.50 PER PAIR. Our customers don't have to leave their measure for Long Boots. We are great on Men's Heavy Wearing Boots, get them made for our own trade just as good as home-made and much cheaper. A DOLLAR BILL will buy at this store a pair of Men's half-fine Boston Calf Laced Boots warranted solid leather, or a pair of Women's Fine Kangaroo Wearing Boots—these are the best Dollar Boots sold in Canada. WE HAVE WOMEN'S STRONG TWEED SLIPPERS AT 10c PER PAIR. Women's Fine Carpet Slippers, wool lined, at 25c per pair. Men's Fine Carpet Slippers, warm lined, at 35c per pair. Women's Fine India Elastic Slippers, wool lined, at Half a Dollar. We can give you a warm Felt Boot, high cut with flannel lining, at 80c per pair.

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Ready-to-wear Scotch Tweed Suits, small pattern and fine stripe, good Italian lining, at \$8.00 to \$10.00. Canadian Tweed Suits, choice patterns in brown and grey, \$5.00 to \$7.50. Irish Serge Suits with the best quality of lining at \$10.00. Boys' and Youths' Suits from \$2.50 to \$8.

FALL OVERCOATS: Rain proof, cloth lined, with good Italian lining, at \$10. FALL AND WINTER OVERCOATS. There are several new styles for this season, and we have them in stock from \$7.50 to \$15.00.

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O'LOUGHLIN & McINTYRE. CASH AND ONE PRICE. An Advt in The Post Pays—People Read Them.

PROGRESS and SUCCESS have been our business reward up to the present. The best assorted stock, intelligent service and courteous treatment, is, we believe, the secret of our success. The interpretation we want you always to be able to take is that anything purchased here and unimpeachable quality are synonymous terms.

We aim to conscientiously live up to this motto, consequently we have good reasons to expect your ever-deepening trade, filling of home receipts and general satisfaction.

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