



A DESPERATE STRUGGLE TO KEEP UP.

A WOBBLY RAILWAY POLICY.

In regard to the Grand Trunk Pacific, Mr. Borden, the Opposition leader, made a spasmodic plunge at the close of the session into the depths of Government ownership, but he failed to carry his party with him. The Toronto News, which faithfully acknowledges this, and why should it not be true. Mr. Borden himself submitted three policies after having started, when the Government first submitted the Grand Trunk Pacific proposition to Parliament, with the initial declaration that a second transcontinental line was unnecessary. First, he advocated the extension of the International to Georgian Bay, the leasing of the Canadian Pacific system to Winnipeg, and the subsidizing of the Grand Trunk to the Pacific; second, the extension of the International to Winnipeg; the survey of the north country between Winnipeg and Quebec with a view to future lines of railway, and the construction and control of lines west of Winnipeg by the Dominion; and, third, Government ownership of the transcontinental railway by a route not definitely specified. When to this three-fold policy are added the schemes propounded by other members of the party and the party organs, of which the most simple is the plan of subsidizing the Grand Trunk from North Bay to the Pacific coast, it will excite little surprise that Mr. Borden cannot carry his party with him on his railway policy, not because they are unwilling to follow his lead, but they can see where he would take them. If his first two policies were bad, what assurance have they that he will not have a new transcontinental railway policy before election day?

THE COAL QUESTION.

Legislation which diverts transportation from its natural channels into artificial ones does so at a loss and waste of capital proportionate to the effectiveness of the interference with natural laws. An illustration of this is afforded by the duties on coal. Originally imposed in Ottawa to enable the coal owners of Nova Scotia to supply the western market, they operate simply to enhance the price of coal to the Ontario consumer. Nova Scotia coal gets as far as Montreal but not beyond; from there to Windsor or rather to Fort William and Rat Portage, the Ontario consumer buys American coal with the duty added to the price. The aggregate amount paid by Ontario in duty during the last quarter of a century is well over \$90,000,000, a vast sum to be taken from the working capital of the province. The case is even more serious in New England. Set a coal barge afloat on the Nova Scotia coast and it will drift to Massachusetts. The coal freight rates from Nova Scotia by water to Boston are about one-quarter of the all-rail or combined water and rail rates from West Virginia, which supplies the bulk of the bituminous coal used there. It is estimated that in the past thirty years the New England States have paid \$100,000,000 on account of the duty against Nova Scotia coal, from which they have not received a dollar of direct benefit.

When the Presidential election is over in November a movement will be started on both sides of the line to bring about reciprocity in coal. If it succeeds, and there is every prospect that it will, Nova Scotia will supply New England to the advantage of both, while Ontario will get her coal free of duty from the mines of Ohio and Pennsylvania, and with the Trent Valley canal terminal at Port Hope, opposite a coal port, the question of cheaper fuel for manufacturing and all domestic purposes would be solved. Fortunately the question is not a party one in Canada. When the duties were imposed on American coal five and twenty years ago, Sir Charles Tupper said his aim was to

NO CHANGE FOR JOBBERY.

Doubtless with the milking of the first Canadian Pacific contract in mind, and thinking that others would do as their party had done, some Conservative authorities are throwing out insinuations, or making direct assertion that the Transcontinental commissioners and the members of the Cabinet are "manipulating contracts" on the Eastern, or Government, Division of the Grand Trunk Pacific in order "to raise campaign funds and strengthen the Liberal party generally in Quebec and the Maritime Provinces."

That is maliciously, as well as absurdly false. Under the law, which is practically the act of 1867, governing the construction of the International Railway, the line must be built by tender and contract after the plans and specifications have been duly advertised, and no contract involving an outlay of more than \$10,000 can be concluded by the commissioners without the sanction of the Government-in-Council.

And further as the Grand Trunk Pacific Company, has to pay an annual rental to the Government for the use of the Eastern section, namely, three per cent. on the cost of construction, the company is deeply interested in seeing that the cost of construction shall be kept down to the lowest figure compatible with good workmanship. A high cost of construction entailing a high rental would, of course, involve high rates, so that the public is as much concerned as the company itself in an economical construction of the road.

To ensure this, section 7 of the agreement of 1903, between the Government and the company, provides that the specifications shall be submitted to and approved by the company, before the work is begun, and secondly, that the work shall be subject to the "joint supervision, inspection and acceptance" of the chief engineer of the Government, and the chief engineer of the company, who, in case of dispute, shall call in a third man.

How are the contracts to be "manipulated" under such conditions? Every item of the work must be conducted in a manner that shall satisfy the Grand Trunk Pacific Company and its engineers, who are so profoundly interested in keeping down the expenditure. Value will be had for every dollar paid out, because the company has to pay rental on the basis of total cost.

But does anybody think a Conservative Government would insert such a protecting clause in a contract? Did it do so in the case of the Canadian Pacific? A GOVERNMENT THAT DOES THINGS. Critics think it smart to declare that the Government does not cause the sun to shine, the rain to fall or the fruit to ripen. That is true, but we need not concern ourselves about what the Government does not do. The Government has established cold storage transportation from the farms in Canada to the British markets, making a complete chain from the refrigerator chambers in the creameries and the refrigerator car service to the chief ports of export and the mechanical cold storage chambers on ocean-going steamships. This matter was negotiated under Conservative rule, although Australia, New Zealand, and the United States had similar services before 1901.

bring about reciprocity; and Mr. Fielding has all along hoped for reciprocity as the true policy for both countries.

every farmer can profit immediately by the knowledge gained through costly experiments. The Government does not cause the fruit to ripen, but it protects the fruit from insect pests, gives information as to the best grades for various localities, provides for storage and transportation methods, which insure the highest prices, opens markets for all lines of farm products and relieves the farmer of unnecessary burden of taxation.

The farmers of Canada do not ask to be "coddled." They know that the man behind the plough is the arbiter of his own fortunes. There are things that the individual, no matter how industrious or far-sighted, cannot do for himself, however, and the farmers recognize that since 1896 those things have been better done than ever before. The condition of rural Canada was never more satisfactory. On every hand farm mortgages are being reduced or wiped off, better buildings are being erected, and modern conveniences provided that make the life of women on the farm far more comfortable than in the past. Why should not the farmers of Canada vote for the Laurier Government?

It is "up to" the farmers to decide between the Liberal policy which means a fair-play-to-all tariff policy—a revenue tariff with incidental protection or the Conservative policy which means a sky high protection policy in the interests of manufacturers and gives the farmers and general consumer the heavy end of the load? Keep both hands on Tariff Stability.

EDITORIAL NOTES. Victoria County wants a change of members. No soup kitchens and 75 cents a day with Laurier in office. Vote for his supporters. Don't neglect to register, if you would vote. See names of Registrars and dates of sittings on another page. Which is the better, high prosperity with a moderate tariff, or high protection without prosperity? Hadn't we better hold what we have? Hadn't we better?

Mr. R. F. McWilliams, who was in the field for a few days as an Independent candidate in West Peterboro, has withdrawn from the contest. The fight will be between Mr. R. R. Hall, and Mr. Jas. Kendry. Sir Wilfrid Laurier will address a mass meeting in Brook-st, Brook-st, Peterboro, Oct. 29, in the interest of Mr. R. R. Hall, Liberal candidate in West Peterboro. Many Lindsay admirers of Sir Wilfrid will invade Peterboro that evening.

Under Laurier the Courts of Revision in every town and city have not to wrestle with long lines of taxpayers seeking remission of taxes because they can't get tenants for their houses or stores. That was the rule when Tories were in power at Ottawa. Mr. G. O. E. Foster, who has been seeking a constituency with a consistency that was rare at all creditable to Mr. Borden's influence with the party workers, has been put up against Mayor Urquhart in North Toronto. Hamilton Times: Mr. W. R. Brock, M. P., one of the great business men "behind Borden," has decided that he is too busy to go back to Ottawa. And Brock was slated for Mr. Borden's Cabinet, too! He sees the handwriting on the wall. Borden has no need of Cabinet timber yet. Orillia Times: An increase in business of a hundred thousand dollars a day, seven days a week, year in and year out, is a record to be proud of, and facts and figures show that since the Liberals came into power, eight years ago, this has been an actual fact. Mr. D. L. White, of Midland, who is an authority on man-

ners of trade and commerce, pointed this out at the Liberal convention. Sir Wilfrid and Hon. Mr. Borden will be in Ontario from Oct. 9 to 15. It is probable that Hon. Sydney Fisher will speak at several points in Ontario during the campaign. Mr. Fisher's great success as Minister of Agriculture has done much to popularize the Laurier administration.

Mr. A. B. Aylesworth, the eminent Toronto K. C., who has joined the Laurier Cabinet, will contest Durham County against Col. Ward, of Port Hope. Mr. Robt. Belth, the present representative of Edward Blake's old riding, having decided to drop out owing to ill-health.

The Montreal Gazette will have none of Mr. Borden's "li" policy. It refuses to swallow his G.T.P. vagaries. It declares that the main issue of the campaign is the tariff—higher taxation on the people—and not the railway question. Mr. Borden has not to go out of his party to seek trouble. The Windsor Standard, the Essex Tory organ, was not favorably impressed with Mr. Borden's qualities as a leader. It declares that "one hour of Lewis Wigle and M. K. Cowan, on a public platform, with a mixed audience, would create more enthusiasm than Mr. Borden would do in a year."

"The main issue of the election campaign now on," says the Montreal Gazette, "is that of the tariff." But the organs are not a unit on that. The Woodstock Express protests that the tariff cannot be made an issue, and even Mr. Borden declares that the Grand Trunk Pacific is the chief issue. The Tories are a divided family.

If you are not a householder you must register. Even if you are a householder it behooves you to see that you are on the list, as errors are liable to occur. If you are a householder and have moved since the roll was compiled, you must register. You can get any necessary information at the Reform Committee Room, next to The Post printing office. Hamilton Times: We give figures to prove that Canada is prosperous, but the figures are really not needed. We all know it is prosperous. The manufacturer, the merchant, the professional man, and last but not least, the workmen and working women, know it. They have more money in their pockets and live better than they did in the N. P. hard-up-times. Talking about scandals, some of us remember the Langvin-McGreevy affair, the Curran bridge scandal, the Tay Canal etc., to say nothing of the great Pacific scandal. It was of this state of affairs that the London Times said: "Here in the mother country there can be only one feeling—that of deep regret for the wrong done to the fair fame of the eldest of her daughters."

Mr. John Finlay, the Liberal candidate in East Peterboro, points out in his election address to the ratepayers that "never before since Canada was a Dominion has there been so long an unbroken spell of good times as during the eight years of the present Government has been in power." The point is well taken, and is one that his opponent, Mr. Henry A. Moore, a respectable young farmer of Dunsmuir township, will find it impossible to deny.

Mr. R. F. McWilliams, of Peterboro, who was a candidate for the Liberal nomination in West Peterboro in January last, and who moved that Mr. R. Hall's nomination be made unanimous, now announces himself as an independent candidate. If Mr. McWilliams remains in the field for a few weeks he will be allotted the most convincing proof that Liberal voters will not uphold a man capable of such treachery. Mr. R. R. Hall will sweep West Peterboro.

Mail and Empire, Oct. 6th, announces that "Mr. Kendry has yielded to the persuasions of his leader, and has consented to stand as a candidate for the constituency he so faithfully served the last eight years." Is this Mr. Kendry who publicly went back on his leader's tariff policy a few weeks ago? The Tory situation in West Peterboro must be desperate when Leader Borden is compelled to use "persuasion" to induce a follower of eight years' standing to remain in the thing line.

Under the Liberal Government, with a lowered customs tariff, the increased prosperity of the people resulted in an increase of revenue, the surplus revenue for seven years of Liberal rule reaching the enormous total of \$68,400,072, the present year's surplus being \$16,500,000, of which \$7,500,000 is applied to the reduction of the national debt. This year's surplus in fifty years, if placed at compound interest, will repay the country for its total outlay on the transcontinental railway.

Toronto News (Tory): The heavy expenditures of the Government have been made in a time of prosperity and surplus, and therefore have excited no alarm in the country. The truth is that the necessary expenditures upon canals, railways, wharves, breakwaters, and public buildings are so enormous that the national outlay must be heavy for years to come, and the best we can hope is that there will be a minimum of waste and jobbery, and an intelligent application of the revenues to objects which make for national equipment and development. Altogether the Government in its administration of patronage, its handling of contracts, and its electoral methods, has disappointed public expectation, and fallen far below the standards set in opposition, while the national spirit, its appreciation of industrial conditions, its constructive capacity and general

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