IF TARTE HAD LIVED.

It became a question whether it was to be he or to be I. I decided it was not to be he.—Wilfrid Laurier at Russell.

Israel Tarte is dead. Sir Wilfrid has the floor alone.

If Tarte had lived he could explain why he had differed with his leader. And in the light of what has happened his explanations would be weighty.

Tarte was a protectionist. He was for Canada first.

The woolen mills of Canada are idle.

The woolen mills of England and Germany and Belgium are busy.

Clothes are not the cheaper in Canada because the woolen mills of Canada are closed.

Tarte was in principle opposed to the conditions which have caused the closing of the Canadian mills.

Hundreds of thousands of dollars' worth of Canadian capital put into these works is valueless.

Worse still, hundreds of Canadian workingmen are out of employement. What for?

If it were in order to please England, then why should the benefits of the sacrifice be extended to other countries?

The Canadian workingmen are sacrificed at the direction of the One-Man Government which Canada has to-day.

Tarte believed that charity begins at home. He had not been to England to be puffed up by the deference shown to Canada through her representative, to the end that the said representative declared that Canada wanted nothing in return for her sacrifices. Grand sentiments, but not business, and not good sense.

If Tarte had not been driven from the administration with a broken heart he might have lived to this day, and the Laurier Government might not have sunken to the present depths.

He would not have permitted the leader of the Government of Canada to go to the woolen men and tell them to make shoddy.

From thirty to sixty per cent. of cotton is being put into clothes made in England and Germany to-day. Much of the small percentage of wool used is old wool. It looks and feels like the genuine goods.

But it is shoddy. Make it, said Sir Wilfrid Laurier to the Canadian manufacturers.

Protect the Canadian consumer, Israel Tarte would have said. He would not have urged that cloth should be sold on the Canadian market which looks like wool but wears like sixty per cent. of cotton, which it is.

The consumer and the workingman should like have been protected.

The mills are closed, the homes of the workingmen are deserted, and the price of clothes remains as high and higher than ever they were in Canada.

Tarte was an honest man. He was a great Canadian. He would have built a mightier Canada. If he had lived to-day he would have found his way back into the Liberal-Conservative ranks.

His whole temperament would have rebelled against a Government by One Man. The leadership of Robert Laird Borden, the unquestioned integrity and fixedness of purpose of the Liberal-Conservative leader, would have appealed strongly to him.

"It became a question whether it was to be he or to be I. I decided it was to be he."

A victim of the One Man power.—London Free Press.

BLAIR YET LIVES

Hon. A. G. Blair was another of the victims of the One Man Government at Ottawa. The One Man himself has said so, and indeed history tells us much.

Blair's sin was his failure to agree with the Master Mind upon the subject of the building of the transcontinental railway. Blair was something of a business man. The Master Mind was confessedly not. It seems obvious, then that Blair, with his experience as head of the department of railways, should have been thrust aside because he dared to question the deal into which the Government was entering.

It is interesting to read how the Minister of Railways suddenly finished his work. The story is related by Sir Wilfrid Laurier. Blair is dead. But he has not prevented the Premier from explaining to an audience of himself that Blair was summarily cut out of the Government. On this point I had some difference with the great and important question of the transcontinental and we had to part company.

* * * *

The country suffered seriously when it failed to secure a hearing. Blair compelled to leave the Government. If he had remained there is no doubt that the transcontinental would not have been undertaken along the lines of the altogether ideal and unfortunate bargain Sir Wilfrid, himself, not Blair, allowed Senator Cox and his railway manipulators of the Dominion Canada.

That Blair was right and Laurier wrong is the result already obtained in a startling manner. From a figure which was to cost the country $67,000,000 we now have an expenditure already made of over $80,000,000 and not one mile of the Government section of the line opened to traffic. The miscalculations which have been made are of the most astounding character, and plainly indicate in what crude hands indeed were the interests of the country, as opposed to Cox and the other giants of finance who aided him. Blair would not have permitted this: do we see in what is taking place to-day the reason why Mr. Blair had to go?

The inexperience of the commissioners, who have the work in charge is in itself a crime against the country. Would the Grand Trunk Pacific directors have taken a man out of a corset factory and placed any share of the responsibility for the building of their portion of the transcontinental upon him? This was done by the Government in the appointment of railway commissioner made from this city. Robert Reid, known as a politician and a manufacturer of corsets in the city of London, becomes suddenly a commissioner to take in hand the building of a railway that is to cost the country two hundreds of millions of dollars. Could there be any justification for this? Is it any wonder that Blair went out of the Government rather than submit?

* * * * *

The excess of costs over the estimates has had a serious effect upon the meaning of other clauses of the contract. If the road costs only $150,000,000, the rental under the terms will be $4,500,000 a year, or one-fifth of the net earnings of the whole Canadian Pacific Railway system in the twelve months of 1907-08. The rental is based upon three per cent. of the construction cost, though the money borrowed to build it costs three and a half per cent. This rental is not to be collectable for seven years after handing over the road as completed. Then for three years, if the earning capacity of the road is not sufficient to meet this charge, the amount of the shortness is to be added to the capital cost, and rental to be charged upon it. If after the close of this ten-year period, during which it is anticipated the road will not meet its obligations, there is further fault, the taxpayers of Canada will perforce have to pay.

* * * * *

Mr. Borden has repeatedly pointed out that Canada already owns a railroad which runs from the sea to Montreal. Why, then, should Canada, at enormous cost be compelled to build another road to the sea, the earning capacity which will not for many years, meet its obligations, while the privilege of building the easy portion of the road, over the level prairies of the west, was given to a private corporation, to which is later to be handed the railroad which the country is paying for? Why did not Canada build the whole of the railroad and own it, whereas she is probably paying eight-tenths of the whole and owning nothing?

Blair is dead. But the protest he made against this monumental folly of the Laurier Government still lives. —London Free Press.

IS IT COMING TRUE?

Amazing in the extreme is the report that the Grand Trunk English board of managers is preparing to slip out of its Grand Trunk Pacific project. The discovery is alleged to have been made that the road can never pay its fixed charges.

The despatches state that the fact of the determination of the English board is being maintained a secret, so far as possible, because of the effect it would have upon the return of the Ottawa Government.

So far-reaching would be the result of even a partial abandonment of the project, now that the country has sunken its millions therein, that the question rises far above the ordinray political issues, for while the Government would meet complete condemnation the country would suffer tremendously.

The greatest significance attaches to a report of this character, in view of the known facts. Sir Wilfrid Laurier has declared that he has rolled back the map of Canada, in the building of the road, one hundred miles. He has not rolled the map back as far as the Canadian west is concerned. The Grand Trunk Pacific is no farther north than are other railroads already in operation.

The Grand Trunk Pacific line passes through Winnipeg, Saskatoon and Edmonton. There are at least two other great railway lines touching each of these points, and that have been in operation in and out of them for several years. The rolling back process, therefore, does not apply to the west.

The traveler to the west must have been struck with the fact that for days and nights he passes through a country that is rock-ridden and uninhabited. Not until he is within thirty miles of Winnipeg does the tillable land appear. If Sir Wilfrid has rolled back the map it is through this rocky fastness.

The construction of this part of the Grand Trunk Pacific was so serious, the Grand Trunk Company would not undertake it. With Blair out of the way, Senator Cox and his friends induced the Government of Canada to step in. And the Government presented the thing to the people as a second Canadian Pacific Railway project, and the people believed that it was a great and mighty work.

Public opinion upon the project is vastly changed to-day. If the report from London is true, public opinion will become public indignation, before which Sir Wilfrid Laurier and his incompetent Government will not be able to stand.

The agreement which Canada entered puts all the liability for the construction of the eastern section of the railroad upon the Government, or in other words upon the taxpayers of Canada. The Government also is responsible for three-quarters of the cost of constructing the western section of the railway.

If the eastern section does not earn enough to pay the operating expenses and the rental charges, who will bear the burden? What must the taxpayer think of the bargain the country has entered into, when he is told that the burden will be his. And it seems exceedingly probable that the eastern section will not earn the operating expenses, much less the rental charges in excess thereof.

It is with the eastern section that the people of Canada are most concerned. This is the section that their money is building. It is from Moncton to Winnipeg that it is costing the country two hundred millions of dollars to lay the lines of steel rails.

Can it be expected that the eastern section will pay, when Grand Trunk will certainly use the short haul to Portland? How little then need be the surprise if the Grand Trunk Pacific English board of directors should regard the eastern section of the Grand Trunk Pacific as a monumental folly and one from which they are preparing to relieve themselves of?

Speaking at Tilbury, Hon. Mr. Graham, minister of railways, who was taken out of a down east newspaper office, by the way, and instantly becomes an expert in the great railway affairs of Canada—Mr. Graham stated that if the G. T. P. withdrew they had another party willing to finish the work. In view of the report from England, the minister's statement gathers interest. Has the Government an inkling that the Grand Trunk Pacific has enough outlets already for its western traffic, and that it will not need the costly eastern section at all, and indeed, will not accept it?

There may be no difficulty in securing "another party to finish the work" as long as the country puts up the money. Will not Sir Wilfrid finish it himself? The question is who will operate it? If the Grand Trunk will not, it is clear that no one else will do so with profit. The project falls to the ground. Canada is then two hundred millions of dollars out of pocket, with nothing to show for it but two bands of steel abandoned in the wilderness.

It begins to appear that A. G. Blair was a much wiser man than Sir Wilfrid Laurier and that his fear of what would happen is coming true. —London Free Press.

MILLER'S BLUFF CALLED.

Mr. H. H. Miller has launched a challenge at Mr. Ball to meet him on the platform on the evening of Nomination Day in a discussion of the political questions of the day. Needless to say, he is using this act of heroism considerably in his campaign, and does not fail to inform the electors of what he has done. From the tone of some of his utterances we image he thought Mr. Ball would not be prepared to accept sure defeat by exchanging upper cuts with him in the political arena. Be that as it may, Mr. Ball has picked up the gauntlet, and Mr. Miller will get a chance to annihilate him at the Nomination or any other meeting he may choose to attend. Below we reproduce Mr. Miller's letter in full, and also Mr. Ball's reply.

Hanover, Oct. 5th, 1908.

The Editor, The Durham Review,—

Dear Sir,—

A Conservative paper in the riding recently complained that I was endeavoring to "conceal the facts." In order to show you and the electors that I have no such desire, I beg to enclose herewith copy of a letter that I am to-day mailing to Mr. Ball, the Conservative candidate. I am, Sir,

Yours truly,
H. H. MILLER.

Dear Mr. Ball,—

Mr. Borden and the speakers accompanying him, at the recent Hanover and Durham meetings, spoke, I am informed, principally about Sir Wilfrid Laurier's broken pledges, of the responsibility of the Government for bring in undesirable immigrants to Canada; of the sale by the Laurier Government of timber limits; of the North Atlantic Trading Co.; the Saskatchewan Valley Land Co.; the Arctic expenditure and the outfitting of Montcalm.

From what I have heard and read in the newspapers, I believe that the speakers, upon the occasions referred to, failed to tell the whole truth and that they altogether misrepresented the facts.

I will be glad to discuss the above questions with you at a public meeting to be held in Durham on the evening of Nomination Day, October 19th, or upon any other afternoon or evening before that date, you and I each to have the same time, say an hour and a half each, and I am willing to speak first and let you follow me without any right of reply from myself, or you may take half your time before and the remainder after me, or any other way you choose.

This is not to be considered as a boastful challenge but simply as an evidence of my earnest desire to discuss the questions with you before the electors upon the same occasion and from the same platform.

If there are other public questions that you would like to have substituted for those I have mentioned, I will be glad, upon notice, to discuss them instead. The only thing I ask that you favor me with a reply, one way or another, within six days, that I may know what arrangements to make. I am, Sir,

Yours faithfully,
H. H. MILLER.

To R. J. Ball, Esq.,
Hanover, Ont.

P. S.—I will also be glad at any of my public meetings to have you speak and to give you the same time as I take myself. H. H. M.

Mr. Ball's Reply.

Hanover, Cnt., Oct. 7, 1908

H. H. Miller, Esq.,
Hanover, Cnt.

My dear sir,—I am in receipt of yours of Oct. 5th, re matters dealt with by our Leader, R. L. Borden and others. We would have been pleased to have had you with us and would have treated you with all courtesy. You could then have heard for yourself. I understand you were in Hanover that day. The matters dealt with by the speakers, have been dealt with by the public press and others during the last four years. I am quite aware that they failed to tell the whole truth. There was very much more truth to tell, and the people of this country know it. The actions of the present Government, as well as the actions of the Representative of the people of South Grey, have not been forgotten, although many of their mis-deeds were committed during the first session of the last term of Parliament, in the hope, no doubt, that they would be forgotten before another election came on. The men who conducted the meeting in Hanover and in Durham, are men who cannot afford to tarnish their reputations and characters by stating untruths. In fact it is not necessary to do so, as there is too much truth to tell. I can well understand the motive of your letter, as I have heard that it is already being used by yourself and others as campaign matter. I am fully conversant with most of the arguments and tactics that are being resorted to, but intend for my own part to conduct a clean campaign, and deal with matters as I find them. Emphatic denials do not alter the truth.

I am in the hands of my Committee, who are handling my meetings and myself. I shall be glad to have you attend any meetings you may choose and will be pleased to meet you in Durham at the Nomination and discuss the record of yourself and the present Government. I understand my Committee has arranged for a meeting on Nomination evening, but they will call a meeting in Durham during that week, at which we shall be pleased to have you attend, and if you do, we will give you your full share of the time at the meeting.

Yours respectfully,
R. J. BALL.

WHAT THE CLAUSES MEAN.

There have been so many interpretations of the coercion clauses of the new provincial Constitutions that it is a pleasure to get an authoritative statement of their meaning. Such a statement is made by Le Soleil, Sir Wilfrid Laurier's paper in Quebec. Le Soleil says:

In virtue of clause 16, the Catholics have, and will always have the right:

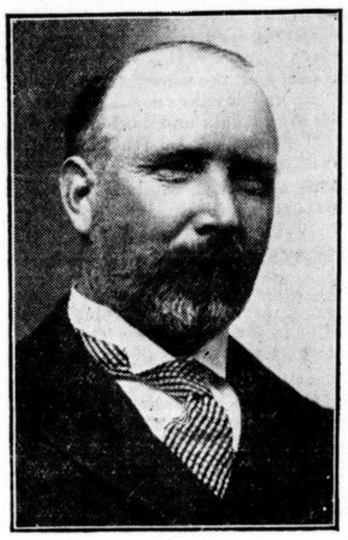
1. To dissent in all places wherever the majority is Protestant.
2. To elect their own school trustees.
3. To choose their own teachers.
4. To enjoy direct control of their own schools through their own trustees.
5. To half an hour's religious instruction daily.
6. To pay no taxes to the Public schools, where they dissent and form a Separate school district.

In the districts in which the Catholics form the majority they will control the Public schools, which will be under the immediate control of their commissioners, which will assure: the engagement of teachers of their own choice, that nothing in the text-books used shall be religiously objectionable and that the children shall have half an hour's religious teaching daily. This is the practical result of the law, the discussion of which has occupied the House for five months.

It is further conceded by the application to the new Constitution of the British North America Act that the Catholic minority may always get its grievances redressed (1) by the law courts; (2) by the Governor-in-Council, whose right of disallowance is maintained; (3) by Parliament, which reserves the right to pass any remedial laws necessary.

This is not what Mr. Hyman said in London. Nor is it the Ontario interpretation of the affair. But it is authoritative, for it comes from Sir Wilird Laurier's special paper, and is issued for the information of Sir Wilfrid's more immediate friends.—News.

DOMINION ELECTIONS, 1908



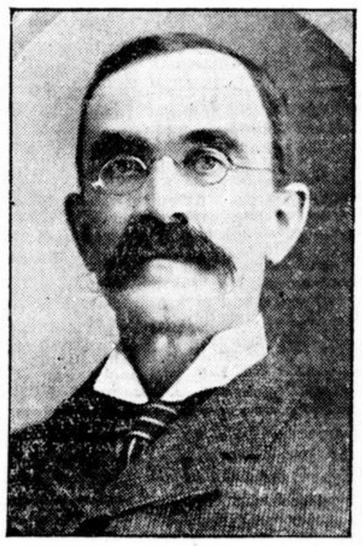
Your Vote and Influence Respectfully Solicited. R. J. BALL

DOMINION ELECTIONS, 1908

To the Electors of South Grey:

Gentlemen,—The Dominion Election will be held on the 26th of October. I again respectfully ask for your vote and influence.

When Alexander McKenzie went out of office in 1878, the public debt of Canada was $140,392,096. When Sir Wilfrid Laurier took office in 1896, the debt had increased to $258,497,432, an annual average increase for eighteen years, under Conservative rule, of $6,563,075, in our public debt. When Sir Wilfrid Laurier had been 10½ years Premier of Canada, his Government had altogether, for the 10½ years, only increased the public debt $5,174,427, or



considerably less for 10½ years than under the former Government for one year. And the public debt of Canada, per head of the population, was on the 31st of March, 1908, only $42.84, while, when the Laurier Government went into office in 1896, the public debt was, per head of the population, $50.87; and this notwithstanding the fact that the present Government has spent such large sums for the development of the country.

Come, if you please, to my meetings and hear public questions discussed.

It is generally admitted that I have done for South Grey and its people, without making any difference between Liberals and Conservatives, more than any other Member the Riding ever had. If I have so helped the Riding, is it not fair and reasonable that the people of the Riding should give me their hearty support? I believe they will, especially that I have now the advantage of four years' experience.

I am, gentlemen,
Yours sincerely,
H. H. MILLER.

More Than Enough is Too Much.

To maintain health a mature man or woman needs just enough food to repair the waste and supply energy and body heat. The habitual consumption of more food than is necessary for these purposes is the prime cause of stomach troubles, rheumatism and disorders of the kidneys. If troubled with indigestion, revise your diet, let reason and not appetite control and take a few doses of Chamberlain's Stomach and Liver Tablets and you will soon be all right again. For sale by all drug stores.

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Canadian Pacific Railway Time Table.

With the opening of the new Canadian Pacific Line another milestone has been reached in the history of our town.

The following time table will be in effect until further notice:

Read down			Read up
6.30 a.m.	2.55 p.m.	lv Walk'r'n ar	10.05 p.m. 1.25 p.m
6.47	3.11	Maple Hill	9 48 1.08
6 59	3 22	Hanover	9 36 12 56
7 11	2 33	Allan Pk.	9 24 12 44
7 29	3 50	Durham	9 07 12 27
7 41	4 06	M'Williams	8 54 12 14
7 57	4 22	Priceville	8 38 11 58a.m
8 10	4 35	ar. Sa'ge'n J. lv	8 25 11 45

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Collars and Ties	Smocks
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