

A Vote for Laurier on Oct. 26 is a Vote for a Larger Canada



STRIKING SNAPSHOTS OF SIR WILFRID LAURIER TAKEN DURING HIS ONTARIO CAMPAIGN.

STORY IN BRIEF OF LAURIER'S RECORD

Some of the Great Reforms Which Help Explain Canada's Prosperity.

AN AGGRESSIVE POLICY

In Every Department Which Affects Lives of People Has Had Results.

The postage on letters mailed from one point to another in Canada has been reduced by one-third, and the rate on city drop letters by one-half. That is what a Liberal Government has done to facilitate business and social correspondence.

The rate on letters to and from the center of the Empire has been cut down to the domestic level, and British goods entering Canada pay one-third less in Customs duties than foreign goods are compelled to contribute. That is the encouragement given by a Liberal Government to sane imperialism.

The passenger rate on hundreds of miles of railway has been reduced by ten per cent, and freight rates have been lowered all over Canada. That is part of what a Liberal Government has done in the way of stimulating internal commerce.

The St. Lawrence canals have been deepened to fourteen feet, and an efficient system of lighting installed. The result is that the Canadian route is now monopolizing the wheat trade of the continent, and the cost of carrying our cheese and bacon to the British market has been greatly reduced.

Intercolonial Extended.

Bringing the Intercolonial to Montreal has made the people's railway a real competitor with private railways in the moving of freight from the head of the lakes to the sea, and from Halifax to Port Arthur.

The building of the Transcontinental is creating a New Ontario and New Quebec in the north, and is adding breadth to the length of the Western Provinces of Confederation.

With the inauguration of a system of rural mail delivery, now being carried out, the isolation of the farm will disappear and rural and urban life will be indissolubly linked together, both socially and commercially, and to the advantage of both.

Under the aggressive and progressive policy of the present Administration trade has expanded in every direction and new life has been infused into the arteries of commerce.

Our exports of farm produce alone for the nine months ending with March, 1907, were \$41,000,000 greater than for the whole year of 1896.

The total export of Canadian products increased by \$141,000,000 in the last twelve years, as compared with an increase of \$20,500,000 in the twenty-eight years previous.

6,000 Miles of Railway.

In eleven years 6,000 miles have been added to the length of railways in Canada and \$396,000,000 to the capital invested in same.

In five years the number of farms in the three prairie Provinces has been increased from 54,625 to 120,429.

In five years nearly 150,000 immigrants have been settled on farms in the West.

Skilled farmers brought into the Canadian West from the United States are engaged in the work of making 5,000,000 acres, formerly fallow, add to the wealth of the Dominion.

In five years the output of Canadian factories, employing five hands or more, has been increased from four hundred and eighty-one to seven hundred and six and one-half million dollars.

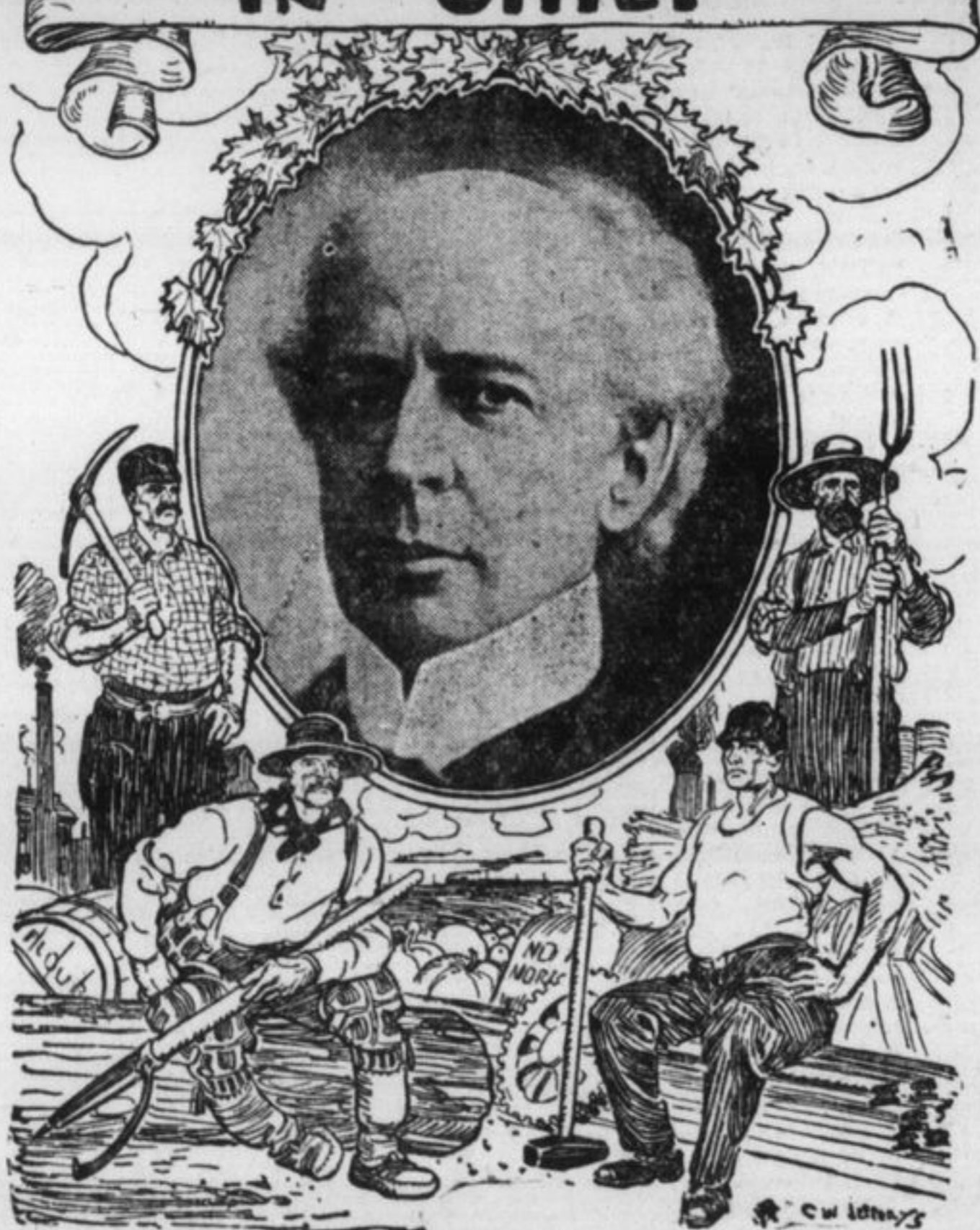
Factories Expand.

In five years the amount paid in salaries and wages in these same factories has increased from \$113,249,000 to \$162,155,000.

Twelve years ago, under a Government containing "a nest of traitors," the country was engaged in race and creed strife, trade was stagnant, and our people were pouring into the United States.

Today, under an able, progressive Government, peace reigns, commerce is expanding, agriculture flourishes, and the exodus is from, not to, the United States.

THE COMMANDER IN CHIEF



THE CONQUERING OF WESTERN CANADA—NO. 8.—THE COMMANDER-IN-CHIEF.

A series of eight cartoons, drawn by Mr. C. W. Jeffreys, representing the Conquest of Canada for Civilization and the men who are engaged at it.

NO PARTISANSHIP NOW ON NATIONAL RAILWAY

Another Triumph of Liberal Administration to be Found in Management of the Intercolonial—Leaks Have Been Stopped—Road on Commercial Basis.

It may be candidly admitted that the Intercolonial has never been a paying proposition, judged by commercial standards. It was not built with that end in view. It was constructed to serve the purposes of Confederation, and was an essential part of the compact between the Upper and Lower Provinces. Without it Confederation could not have been made anything more than a political and sentimental union. The concrete element would have been lacking, and the vast commerce which is now carried on between Ontario and the Maritime Provinces would have been limited to the exchanges that are navigable during the months of open navigation by way of the St. Lawrence.

The Situation Misunderstood. This situation will not be questioned. Yet it is not generally understood in the Provinces west of Quebec. There is undoubtedly the feeling that if the Intercolonial does not pay it ought to be made to do so. It has cost upwards of \$30,000,000, and the sustained absence of any direct return upon this large investment is viewed with impatience. Under these circumstances color is easily given to allegations of mismanagement, of graft, and partisan favoritism. To those who do not know the facts it may seem that the meagre results of operating are due to political control, and that in other hands a profit would be realized.

Pledges Must Be Kept. Comparison as to Administration. A fair test of administration would be found in measuring the relative success of the two parties in dealing with the situation under these unavoidable conditions. Which of them has displayed the better skill in conducting the business of the road? At once two or three striking facts are suggested. From 1878 down to 1896 there was a practically unbroken record of deficits, the aggregate of which ran into many millions. Deficits have occurred since 1896, but on the whole there has been a material improvement in results. Three capable Ministers in the Liberal regime—Hon. A. G. Blair, Hon. H. R. Emmerson, and Hon. G. P. Graham—have done much to lay a new and better foundation for the carrying on of the Intercolonial, the full effects of which will be realized in years to come. They have

already been manifested in a happy series of surpluses since 1896.

Partisanship Discouraged. The financial results of Liberal administration are not perhaps so important as those of another character. It cannot be denied that during all the years between 1878 and 1896 the Intercolonial was not regarded so much as a public trust as a valuable piece of partisan machinery. Politics came in at every point. When an election occurred thousands of men were carried over the line on promises; the employees of the road were in many cases active campaigners; promotions and preferments were known to be the reward of effective services to the party; the utmost demoralization in this regard, extending to every branch of the service, prevailed; the men were under constant espionage as to their political sympathies. These are hard things to say, but they are amply sustained by the records.

All this has been changed. The employees of the Intercolonial are as free to-day in respect of their political opinions as are the employees of any other railway or any industrial establishment in the Dominion. In 1900 they were given a classification and schedule which works automatically, and which is identical with that of the Canadian Pacific and Grand Trunk. From one end of the line to the other every man in the service of the Government railway knows that he will be dealt with on his merits; that his political views have nothing whatever to do with his pay; that he is absolutely emancipated from the conditions which surrounded him prior to 1896. In other words, his being on the Intercolonial does not affect his freedom in respect of his vote in the slightest degree.

A Fair Argument. In all conscience it ought to be admitted by everyone that if Liberal Ministers in charge of the Intercolonial had done no more than this they would be entitled to public approbation. But they have done much more. They have placed the road on as strict a commercial basis as has been possible under the circumstances. They have improved the value of the line as a piece of property. They have made it one of the best equipped and best conducted lines on this continent. They have stopped leaks, and introduced reforms. In a word, they have shown themselves capable and above reproach. They have been true to their trust.

CANADA'S PROGRESS HAS BEEN UNIQUE

Efforts of Opposition to Belittle Dominion's Prosperity Not Based on Fact.

REST OF WORLD IS BEHIND

Our Trade in 12 Years Has Increased by 175 Per Cent.—Unprecedented Showing.

It is argued on the Opposition side that the progress of Canada in the last twelve years is merely a feature of the general progress of the world. One would like to believe that the world as a whole had made such marvelous progress as is indicated by this argument. For instance, in the last twelve years the trade of Canada has been increased by about four hundred millions, or 175 per cent. If the trade of the principal nations of the world has increased by 175 per cent, in the last twelve years, the fact has escaped the notice of the expert statisticians.

The number of passengers carried by the railways last year was more than double the number carried in 1896. The tonnage of freight carried was increased by 160 per cent. The bank deposits were more than trebled. The number of letters carried was nearly trebled. There may be a few countries in which this progress has been rivaled. But to say that the business of the world has been advancing at this prodigious rate is an assertion that will not be made by careful students of the world's advancement.

A New Canadian Spirit.

But the history of Canada in the last twelve years is not to be studied in statistics alone. Many things have contributed to make it a unique period, which historians will study as they study the period when responsible government was granted, the period when the Provinces were federated, the period when the boundaries of Canada were extended to the Pacific Ocean. The growth has been so marvelous as to change the whole outlook, and to infuse a new spirit into Canadians. We may dispute whether the question whether Canada has become a nation according to the law and the constitution, but Canada is surely a nation in fact, or is rapidly approaching that status.

The preferential tariff was a measure of tariff reduction; it greatly stimulated thought upon the general question of preferential trade within the Empire. But it also did much to enlarge the commercial freedom of Canada, and its liberty to make commercial arrangements with any foreign country. This is being done with the full consent and approval of the British Government, and this consent and approval are in accord with an enlightened view of the world-wide interests of the Empire. It is a good training for a young nation to manage its own international affairs. If a mistake is made, it is probably now made by our own public men than by the public men of the United Kingdom.

Development of the West.

Above all that which marks out Canada for distinction in the history of the last decade is the development of the West. To find a parallel for this, it would be necessary to go back to some period in the history of the United States in the nineteenth century, to the migration from the original States along the Atlantic to the Mississippi valley, or to the second migration to the North-West and the Pacific ocean. In the three last years of Conservative rule the immigration into the Canadian West was 64,454. In the three years 1904, 1905, and 1906, it was 465,360. Between 1901 and 1906 the population of the West was nearly doubled, and it is probably now close upon a million. But numbers alone cannot tell the tale. The character of the country has been changed. The populated area is no longer a fringe along the southern border, served by one railway. It has gone northward four hundred miles, and still the movement is northward, so that the next great movement will be the peopling of the Peace River district. Two great new Provinces have been created. Three transcontinental railway companies are eagerly competing for the privilege of carrying the Western grain. The railway to Hudson's Bay, long regarded as a dream of romance, is likely soon to be a realized fact. The new Canada has arisen between the lakes and the Rocky Mountains.

TWO TRADE PERIODS IN CANADA'S HISTORY

Comparative Stagnation for 28 Years. Stupendous Expansion in Twelve

This chapter institutes a comparison between the record of Canada's growth in trade in the 28 years ending with 1896, and the 12 years ending with 1908.

Canada's Aggregate Trade, 1868, \$112,500,000
Canada's Aggregate Trade, 1896, 217,000,000

Increase in 28 Years..... \$104,500,000

From the time of Confederation until 1896, the direction and control of the Canadian Government was, with the exception of four years, in Conservative hands. During the whole of that period the aggregate of Canadian trade, based on domestic exports and goods entered for consumption, advanced from \$112,500,000 to \$217,000,000. This was an increase of \$104,500,000, or at the rate of three and three-quarter millions a year.

Aggregate of Canada's Trade, 1896..... \$217,000,000
Aggregate of Canada's Trade, 1908..... 598,000,000

Increase in TWELVE Years..... \$381,000,000

The twelve years which have passed since '96 afford a most striking contrast to the 28 years prior to '96. In the first period our aggregate trade increased by a little over \$100,000,000. In the second, and much shorter period, the increase was well on to \$400,000,000. Against an average annual increase of three and three-quarter millions in the first period there has been an annual increase of nearly \$32,000,000 in the second period.

One Period in Our Export Trade:	
Exports Canadian Products, 1868	\$ 45,500,000
Exports Canadian Products, 1896	106,000,000
Increase in 28 Years ..	\$60,500,000

The story of our total trade is duplicated in that of the export part of it—the record of the sales of Canadian products in other countries. In 1896 the exports of Canadian products amounted to only \$106,000,000, an increase of \$60,500,000 in 28 years, or an average of less than two and a quarter millions a year.

Another Period in Our Export Trade	
Exports Canadian Products, 1896 ..	\$106,000,000
Exports Canadian Products, 1908 ..	247,000,000
Increase in 12 Years ..	\$141,000,000

Compare the foregoing record for a 28-year period with the 12-year period which has occurred since. The average annual increase in exports in the first period was a little less than two and a quarter millions a year; the average annual increase in the second period, nearly twelve million dollars a year.

THE TOTAL INCREASE IN OUR EXPORT TRADE IN THE LAST 12 YEARS HAS BEEN VERY MUCH MORE THAN DOUBLE THE TOTAL INCREASE IN THE PREVIOUS 28 YEARS.

Again, which will you have: Unity, progress, and development under Laurier? or strife, stagnation, and depression such as blighted the country in the dark days before '96?