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CONSERVATIVES TO COMPLETE THE HUDSON BAY RAILWAY; THE PREMIER AT SASKATOON

Saskatoon, Sask., Aug. 24—Premier Meighen prefaced his speech here last night by answering a series of submitted questions. Two were on the Hudson Bay Railway, viz:

(1)—Does Mr. Meighen believe the Hudson Bay Railway should be completed to Port Nelson and terminal and dock facilities built as soon as possible?

(2)—Will your government, if returned to power, build the Hudson Bay Railway to Port Nelson, and provide sufficient harbor facilities?

To both of these questions Mr. Meighen answered "Yes."

Causes Laughter

Mr. Meighen caused much laughter, declaring that he need not promise to build the road "forthwith." "I don't think," he said, after reference to the use of the term in the last Speech from the Throne of the King Government, "I don't think you will want to hear the promise to build forthwith."

"We will build the road," he proceeded.

If the cost of completion was within the figures given "we won't be back in four years from now with an uncompleted road. We will have it done. If it is more, it will take longer, no matter what promises they give you."

"The Conservative party built every foot that is built up to date. If you return the Conservative party it will build every foot to finish it."

Crow's Nest Rates

A third question was whether Mr. Meighen, if returned to power, would abrogate the Crow's Nest rates on grain.

"Mr. Meighen," the Prime Minister replied, "has always been opposed to statutory freight rates. He is opposed to them for any part of Canada and I want to ask the people of Saskatchewan if statutory freight rates are right for Western Canada, will you tell me why they are not right for the Maritime Provinces?"

Mr. Meighen paused. There was no reply from the audience to his question.

"I never heard a deeper silence than that," observed Mr. Meighen.

"Where is the Liberal who will answer that?" he went on.

"It is not the rates I am objecting to; it is the method of making them."

Later Mr. Meighen said: "In my judgment, rates are high enough today. I am not going to take any step which will result in raising them. It is not necessary. But I am going to see to it that there is equality of treatment between east and west, and that no just cause of discontent exists in any portion of the Dominion."

Mr. Meighen took up another question, asking whether, as he attacked the Robb budget, he intended to enforce the taxes reduced under it. He dealt specifically with the tariff changes in the budget on motor cars. To the question Mr. Meighen replied that if he wanted to restore the tariff protection on motor cars he could not do it. The King government had already done it.

"They got the start," he said, detailing events since the budget was introduced.

Defence of Black

As Mr. Meighen was declaring his intention to maintain the Canadian National Railway, someone questioned him about the permanency of Mr. Black as Minister of Railways.

"How long is he appointed for?" Mr. Meighen answered, "Mr. Black has been appointed Minister of Railways with the same assurance of permanency given any minister ever appointed in any cabinet. It is very easy for those not very valiantly inclined, to stand 3,000 miles or so from his home and cast aspersions on Mr. Black. I read, and I read with a sense of shame a speech by the late Liberal member of this constituency in which he refers to Mr. Black in no complimentary terms, even referring to his withered arm. Yes, he has a withered arm, but he has not a withered brain. His arm has been withered from his youth, and the manliness of advertising the fact is not clear to my mind. His arm has been withered from his youth, but his record as a Canadian has been unexcelled in this country and those who would like to asperse him had better go down to Nova Scotia and learn how he stands among the people who know him."

Spoke at Melville

Melville, Sask., Aug. 24—Premier Arthur Meighen here today reviewed his pledge to complete the Hudson Bay Railway.

"I have always," he said, "in parliament and out, in the last election and in this election, taken the ground that this country should not leave that

road in its present incomplete form, that we owed it to the settlers interested, to the portion of our country interested, having spent the millions we have on it, to go on and finish it and give it a fair test."

Mr. Meighen sketched the history of Hudson Bay Railway construction. He referred to Mackenzie King's promise in the last election, to complete the road if a sufficient number of Liberals were returned from Saskatchewan, as being gas "brazen bribery as was ever addressed to a particular section of the country."

Mr. Meighen added that completion of the road depended on how much it would cost. Various figures had been submitted, varying from \$3,000,000 to \$50,000,000. He did not think either figure was correct. But if it was within the territory of \$3,000,000 at all, the work would be done. "If," Mr. Meighen added, "we find that it is going to take a colossal sum in the neighborhood of \$50,000,000, this country in its present shape just has to be patient, because this country cannot afford that money at the present time. I don't care how many Liberals tell you they will spend it they will never do it. They showed you last session they won't do it. They are only deceiving the western people."

Would Give Road Fair Trial

His object, Mr. Meighen went on, was to build the Hudson Bay Railway as economically as possible, and to give it a fair trial as a new road.

Mr. Meighen declared that everywhere along the Canadian National Railway he found the "old falsehood revamped, warmed up again," the falsehood that he intended to amalgamate Canadian National Railways with the Canadian Pacific. The whole idea of this fabrication, he said, was to influence Canadian National employees by making them afraid of their positions of their seniority. "The only members of the House I ever heard speak in favor of selling the C. N. R. are Liberals," Mr. Meighen added.

Ottawa Platform

The Prime Minister charged that the Liberal party had adopted its Ottawa tariff platform only for the purpose of fooling the three western provinces. At the end of four years of Liberal rule only about 10 per cent of that platform had been given effect. "Why?" Mr. Meighen asked. "Because they didn't believe in it themselves," he replied, to his own question.

He predicted that if tariff instability continued and Canadian raw products continued to be shipped abroad, "this country will become nothing but a pasture ground of the United States."

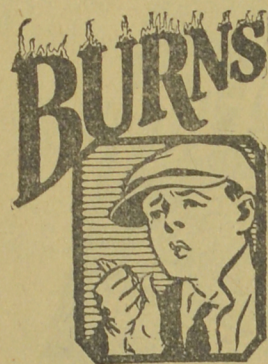
YOUNG PLAYERS FOR BROOKLYN

Chicago, Aug. 22—The release of "Rabbit" Maranville was a direct move of Wilbert Robinson, said the president-manager today, toward a youthful majority on the Brooklyn roster next year.

Maranville's unconditional release yesterday was unfortunate but necessary, "to make room for the young fellows coming up," Robinson said.

Sketching his rejuvenation plans, the Brooklyn boss made vigorous protest against three-year contracts and declared emphatically that "there'll be no more of those contracts in our club."

Robinson said he expected much of Max Carey but denied the reported possibility of the ex-Pirate becoming the Robins' manager in his stead.



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Here and There

Total trade of Canada during April, 1926, amounted to \$127,968,121, as against \$119,014,028 in the same month last year and \$109,054,955 in April, 1924. Of the total 67,811,253 was for imports and \$60,103,868 for exports.

Immigration figures for the first three months of the current year show an increase of 103 per cent. over similar period for last year. Total number of immigrants entering country was 21,949 for 1926, as against 10,792 for 1925.

Production of manufactured non-metallic mineral products in Canada in 1925 reached a value of \$115,587,316, an increase of almost 45 million dollars over 1924 and the highest since 1920 for this group of industries. The operating plants in these industries in 1925 represent an invested capital of 159 million dollars.

Remarkable expansion of the cream export industry of the province of Quebec is disclosed by figures of the Dominion Express Company furnished recently. In May three to four carloads, or about 614,400 pounds of cream were going every week, while in June an average of a carload a day, 153,600 pounds, was predicted.

Tomatoes weighing over 22,600 pounds travelled across Canada by Dominion Express recently, constituting the largest load of hot-house tomatoes ever shipped out of British Columbia. Handled in a single express car, the shipment was the product of the Victoria Hot-House Association, which represents the majority of the tomato growers on Vancouver Island.

E. W. Beatty, Chairman and President of the Canadian Pacific Railway, left recently for England and the continent, for a trip which is to last several weeks. Mr. Beatty, accompanied by W. R. MacInnes, Vice-President of Traffic, will complete arrangements for the building of the company's two new ocean liners for the Atlantic route while in England.

One minute after midnight of May 31st, 104 miles of the Lydonville sub-division of the Boston and Maine Railway was taken over on lease by the Canadian Pacific Railway. Close to the international border and running through Vermont, the railway line will tap rich consuming and producing sections of Connecticut, Massachusetts, New Hampshire and Vermont.

COUPLE TO BE MARRIED IN AIR

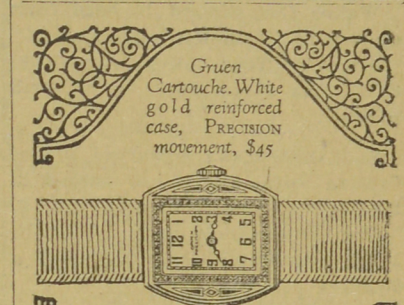
New York, Aug. 24—Dr. Harry C. McKown, who was an aviator in France, and his bride of today, Miss Ruth I. Hord, Birmingham, Ala., prefer the drone of an airplane motor to an orchestral wedding march.

An aviation company contracted to carry them 4,000 feet above the city to be married by the Rev. Leslie J. Barnett of the Morningside Presbyterian Church.

Dr. McKown, assistant professor of secondary education in the University of Pittsburgh, was a first lieutenant in the air service during the war. Miss Hord has been a school teacher.

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In addition to the usual large display of live stock, and other agricultural products, women's and children's work, and so forth, the amusements provided are decidedly in advance of all previous offerings. For the first time anywhere 'down east' visitors will have the opportunity to experience the thrill of their lives, when the

SPECTACULAR AUTO RACES

are staged. These involve more risks than most "thrills", but the competitors seem to bear charmed lives, and to emerge unscathed from the most appalling "mix-ups" imaginable. Besides, there will be AUTO-POLO MATCHES EACH DAY, which is also something quite new for this part of the country. GAUTHIER'S TOY SHOP, with its live animals taking the part of toys, and the world renowned artists THE MORALES FAMILY, in their hair-raising trapeze acts in mid-air, will in themselves provide enough amusement for the average visitor. But besides all these

THREE DAYS RACING

on the fastest half-mile track in Canada will be an additional drawing card. Some of the fastest horses available will be taking part, and some of the best judges anticipate that the present track record, 2.04 3/4, will go by the board. The full racing programme will be available shortly. Watch for Further Announcements.

MARK OFF THESE DATES

AND RESERVE THEM FOR THE FREDERICTON EXHIBITION.

18th-SEPTEMBER-25th

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