

Friends Of A Trunk Line Valley Railway



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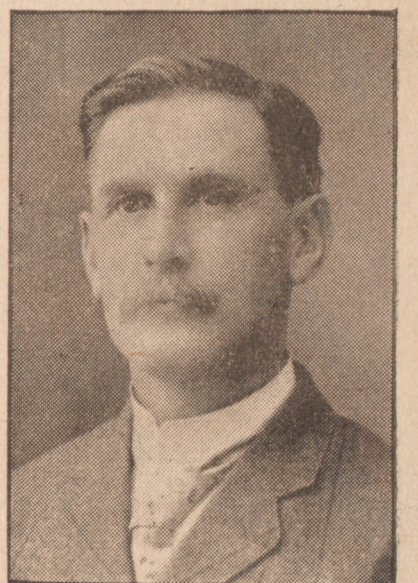
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Canadian Railways and Tariff Agreement

(Toronto Globe.)

The most insistent objection to the removal of the duties on natural products comes from gentlemen who profess to fear—and who in many cases undoubtedly do fear—that an increase in the proportion of Canadian imports and exports by way of the United States will greatly injure the railways of the Dominion, on which the people have spent vast sums of money, and on which large sums must still be spent before three fully equipped systems span the Dominion from ocean to ocean.

The Globe has not sought to minimize the force of that objection to more intimate trade relations with our neighbors to the south. Without transcontinental railways Canada might as well cease to exist, for independence and sovereignty would be incompatible with physical conditions requiring the traversing of a foreign territory to reach the various disjointed portions of the Dominion.

The objections of those who declare that an increase of trade on north and south lines is likely to "break the bridge" along the north shore of Lake Superior are not to be brushed aside as frivolous. But do the facts warrant them? Would the gentlemen advancing the east and west lines of development theory care

to be bound strictly by it in their own affairs? Take Toronto's dry goods trade in winter for example. A large part of the goods required in this trade is imported via New York under bond and helps to build up United States railways to the detriment of the I.C.R., G.T.R. and C.P.R., which unite in the haulage of goods from the Canadian winter ports of Halifax and St. John to Toronto. The I.C.R. is almost as necessary a part of the "bands of steel" that bind Canada together as the north shore section of the C.P.R., and yes if one were to declare it to be a patriotic duty on the part of the great stores of Toronto to bring in all their winter supplies by Halifax instead of by the more convenient United States ports, one would be regarded as a fit subject for medical inquiry as to one's sanity.

The same thing holds true of almost every other business in this city. Take the case of Mr. J. W. Flavell for example. He has been most emphatic in his opposition to the north and south development of trade and in presenting the need for building up the Dominion on east and west lines. He probably believes most sincerely that the shipment of live Canadian hogs to Buffalo would be an unmixed evil. But when he

tears himself away from the spell of Mr. W. T. White's eloquence and sits down to do business as the responsible manager of the Wm. Davies Company does he make use solely of Canadian "bands of steel" and Canadian ports in his export bacon trade? Not a bit of it. The bulk of the Davies Company's exports in winter go out by way of Portland or New York. Mr. Flavell is too shrewd a business man if he can reach the sea more cheaply by using a route partly Canadian and partly through United States territory.

And as with dry goods and bacon, so with other commodities. The Globe does not wish to be too dogmatic, but it ventures the assertion that not one of the Toronto business men who have worked themselves into a patriotic fervor over the neces-

sity of doing trade on east and west lines ever consciously and deliberately used the Intercolonial in winter time to reach the sea on the ground that it was patriotic to do so, even though the freight or passenger rate was much less advantageous than by New York or Portland.

The men engaged in the operation of Canadian railways know the facts, and it is doubtless because they know the facts that they have not joined in the cry that the country's transportation system will be destroyed by reciprocity in natural products. The president of the C.P.R.—Bir Thomas Shaughnessy—has not said a word either for or against the agreement. Vice-President Bosworth says that the road will continue to "do business at the old stand" and has no reason to fear any railway on this continent.

Mr. Smithers, chairman of the Board of Directors of the Grand Trunk, has strongly expressed his views in favor of better trade relations between Canada and the United States, and believes that very rapid development of the West will follow the adoption of the agreement. Sir William Mackenzie gave an interview while in London expressing fear of the result. But after receiving further information he was evidently not sure

that his first impressions were correct, and now it is quite certain that he is at all events not an out-and-out opponent of the agreement, as he would be if he believed it would prevent the completion of the C.N.R. system. His partner, Sir Donald Mann, favors the proposals. It will be seen therefore, that the railways most interested in the question of east and west development have given no mandate to those who oppose reciprocity in natural products as a deadly blow to the national systems of transportation. Would it not be well for the advocates of the railway interests to await the instructions of those for whom they claim to speak before taking so positive a stand that reciprocity means ruin for Canada's railways operating on east and west lines?

Stern Father—"Glad to see you, John. I have heard about you. I am convinced you are a man after my own heart." John (very nervous)—"I—I—I am afraid there is some mistake sir. To tell the truth I am after your daughter's heart."

America's latest device for improving on Nature is a fowl attachment whereby a hen automatically numbers her eggs as she lays them.

A POINT TO BE CONSIDERED.

In 1907 it cost \$528 to collect the Succession Duties or less than 4 per cent. of the amount collected.
In 1910 it cost \$1,600 to collect the Succession Duties or nearly 5 per cent.

FACTS

The potato was first grown as a hobby by Spaniards in the sixteenth century, but it was not until the eighteenth century that it was grown for food.

Food is very cheap in the Russian Empire. The reason is assigned to the fact that 90 per cent. of the 128,000,000 inhabitants are farmers, and of course, are producers of food.

Aluminium shoes for horses have been tested in the Russian cavalry. Each test was made with one aluminium shoe and three of iron. In every case the former outlasted the latter.

If the horse is allowed to stand outdoors, either for a short or a long time, he should be well blanketed. If he is to stop but a short time the temptation not to blanket the animal is strong. The horse cools off rapidly and may chill, so that it is best to blanket if only for a moment.

FUN

Don't hold your head so high that you cannot see where your feet are going.

Friend—"Did your late husband have any relatives?" Rich Widow—"Only at Christmas and at his death."

When a man says that misfortune drove him to drink the chances are that drink first drove him to misfortune.

"Most women have but one idea and that's dress." "I don't know. My daughter has a dozen ideas on that subject."

Old Gent—"Do you know what becomes of little boys who swear?" Urchin—"Yes, they become golfers when they grow up."

Jones—"Had a tilt with your wife eh? Well don't feel so down-hearted over it. A thunderstorm clears the air you know." Brown—"Yes that may be true; but it doesn't help the man whose been struck by the lightning."