

RIDDLED IT.

Sir Wilfrid Laurier
Showed the Utter
Absurdity

OF THE TORY ALTER-
NATIVE RAILWAY
POLICY

Which was Defeated by a
Decisive Majority.

Ottawa, Sept. 30.—In the House of Commons yesterday, Mr. Borden moved his alternative railway policy when the motion was made for the third reading of the Government's Grand Trunk Pacific bill, and it was defeated by a vote of 75 to 35. Half a dozen other Tory amendments were also moved and defeated by the same vote.

Sir Wilfrid Laurier, in replying to Mr. Borden, said that as for the alternative policy of the leader of the opposition, it was impracticable. Take the extension of the I. C. Railway by means of the Canada Atlantic to Georgian Bay. There was no connection between Coteau and Montreal and no means provided by Mr. Borden for such. There were only two lines now, the G. T. R. and the C. P. R., running between these points and they were not more than one mile apart at any point for 30 miles. Did Mr. Borden propose to build another road? "Why does he not propose to acquire one of the roads," asked Sir Wilfrid, "the same as he is doing with the C. P. R. north of Lake Superior. How was the government going to operate the Canada Atlantic when it was acquired. Three-fourths of the business of the Canada Atlantic was American. It was collected in the Western States and taken to the Eastern States. The company kept agents in Duluth, New York and Boston. Canada did not want to lose this business, but how was it going to be carried on by the government? It was a profitable business.

"Then as to the C. P. R. between North Bay and Fort William. North of Lake Superior it is impossible even to raise potatoes. Compare that with the route of the government road which ran through a country with good soil and forest wealth.

The leader of the opposition also shed a tear over the Maritime Province route. But according to the scheme propounded by the leader of the opposition, Portland was the national outlet. At first Mr. Borden condemned the government proposition. This was a party exigency. He afterwards got his conscience to work and accepted the greater part of the government programme.

Take the Moncton-Quebec end. Mr. Borden said that he was opposed to this, but finally admitted that it should be built, only he would make it part of the Intercolonial. Then the extension to Winnipeg. Mr. Borden had his conscience at work and admitted that a road between these points was necessary, the only difference between him and the government being that he would buy a road instead of building one.

Again there was the mountain section. Mr. Borden said about that, that it also was necessary, but he would have the Grand Trunk and Canadian Northern build it together. If they did not then he would have the government to do the work. The leader of the opposition accepted the prairie section also.

"Now," said Sir Wilfrid "If the leader of the opposition accepted the Moncton section, the Quebec-Winnipeg section, the mountain section and the prairie section, what was there left. It is true that the leader of the opposition wanted to change the details. But the principle of the road being a necessity was admitted.

Some of my honorable friends believe that railway transportation will be as cheap as water transportation. This is a problem of the future, but at all events whether it be as cheap or not as cheap the farmers of the Northwest will have the benefit of this railway all the year round, and not only the farmers of the west will have the benefit of it, but also the producers of the eastern provinces.

It must not be forgotten that this railway is not designed to transport only the grain of the west. There is something

else to be carried than grain. This railway will transport everything that civilized man wants, and it will transport as well the produce of the west. It will transport the produce of the west, which is largely cereal, but it will transport also the commerce of the east to the west.

But what I want to impress upon the people of Canada at this moment is that the policy which we have proposed is one which is imperative, and that we would go back upon our own record if we were to go back upon the policy which has been devised for the construction of this transcontinental railway. And that is not all. My honorable friend a moment ago derided my honorable friend, the postmaster general, and, I think, derided also my honorable friend from North Norfolk (Mr. Charlton), who stated that within the lifetime of some of us here there would probably be two or three transcontinental railways."

Mr. Borden (Halifax)—I did not deride them. I cited them as evidence in my own behalf.

Sir Wilfrid—If my honorable friend cited them as evidence in his own behalf he should sit down and say no more. He had better support our scheme then. If my honorable friend thinks that he must eventually have more than one line why should he not accept this immediately. If he thinks that, why should he throw cold water on this scheme. We must have more railways than one. We are just on the fringe of our obligations if we want to be true to our destiny. The nineteenth century has been a century that has been remarkable for the marvellous development of the United States. During the whole period of the cycle of time the United States has been the great centre of attraction for all the world, but a new star has arisen upon the horizon, a star not in the orbit of the American constellation, but a star standing by itself resplendent in the western sky, and it is towards that sky that every immigrant, every traveller, every man who leaves the land of his ancestors to come and seek a home for himself now turns his gaze. We have now a duty in consequence to perform, a duty which is imperative. We must commence here and now, not tomorrow nor the day after tomorrow, but at this moment, if the Canadian people want to be true to the destinies of the Canadian nation, the construction of this railway. It will cost money, but money is not an object at this moment. The treasury is affluent, and I think the energies of the Canadian people in the eastern provinces and in the west are adequate to provide all that is necessary to cope with this new problem, and it is with this object that I have for the last time to appeal to all who claim to be patriotic, to stand by the policy which we have put before the house. (Great cheering.)

Kingarth.

(Staff correspondence of the Herald.)

Mr. Harry Johnson who lately came from England had a field of wheat which yielded fifty bushel of wheat to the acre.

Mrs. Barnard of Boston is visiting Councillor and Mrs. A. E. Cliff of this place.

James Palmer, who has been staying at Rosemere, intends to leave for Philadelphia in the near future.

Miss Alice Good, of Holly Farm, this place, is visiting friends at St. Marys.

Misses Annie and Mary Cliff entertained a few of their friends Friday evening.

Mr. and Mrs. Abram Mills and family intend moving to St. Francis, Me., for the winter. Their friends and neighbours are sorry to see them go and wish them all success.

The Sun is still worrying because Mr. Blair has not opposed, "to the last ditch," the Grand Trunk Pacific Railway bill, as the Sun announced the ex-minister of railways was certain to do. Our Tory contemporary scolds Mr. Blair to the extent of a couple of columns for not carrying out the Sun's expectations. Mr. Blair is certainly very thoughtless and inconsiderate to so disappoint the Sun and its fellow Tories.

Lord Dunsford is down at Louisbourg looking up the grave of his great grandfather, who fell in battle while defending that stronghold against French attack nearly a century and a half ago.

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