RECIPROCITY WILL BRING SCORES OF CANADIANS BACK TO THE FARMS

Thomas Hetherington Declares Trade Agreement is Creating New Encouragement—Explains How New Brunswick is Suffering Through Lack of Advertising—Officially, He Knows of No Provincial Government.

Tuesday, Aug. 15.

Thomas Hetherington, dominion immigration officer in New England, returned to his headquarters in Boston last evening after spending a pleasant vacation of several weeks at his former home at Cody's. He said that the spirit of reciprocity was received very favorably by the great majority of people throughout New England. The favorable reception of the agreement was due to the certainty of the great extension of the natural trade and commerce following the removal of a trade barrier.

"While acknowledging the superior advantages of the Canadian position in the trade agreement, the New Englanders declare that the new arrangement will be of mutual benefit. The Canadians also have advantages in the quality of land, the pecular superiority of Canadian labor and conditions of law and order which appeal to a law abiding people. There is no fear of an exportation of mixed agricultural products into Canada, as the American product canot equal in quality the Canadian grown. The flavor of the meats and the quality of the vegetables forbid the competition of the American producer. The butter and cheese of Canada are classed as the very best and the American production is far down in the scale.

"In view of these facts the people who have gone from the provinces are proud still to call themselves Canadians, and Americans treat the Canadians with great friendship and respect. Scores of these people are again looking to the land of their birth with hope engendered by the thought of the enlarged market and the breaking of the tariff barrier which restricts the flow of trade, to the detriment of both parties. The small market for farm produce in the eastern provinces has disheartened the farmers. Fourteen bushels of peas sent to the St. John market was sufficient to over supply the market not many years ago.

"The business men of Boston are not expecting to capture the export trade of Canada. The three transcontinental railways systems are nearly completed and the Canadian trade will follow the lines of least resistance through Canadian territory."

No Advertising.

Questioned in regard to immigration to New Brunswick in particular, Mr. Hetherington said there were no people coming to this province as there were no inducements offered; no literature on file at the Boston office. "Officially," he said, "I know of no government in the province of New Brunswick. If an intending settler asks where to settle a flat rate of one cent per mile and a grant of 160 acres in a western province are suggested, and literature and pamphlets presented. If they ask about New Brunswick the reply is, 'we have no inducements, no literature, no pamphlets.' Every town of the west having more than 1,000 people places at the Boston office literature describing local advantages. The government and the cities of New Brunswick have failed to avail themselves of this opportunity."

WESTERN MAN EXPLAINS THAT NEW BRUNSWICK NEEDS RECIPROCITY

Sees Improvement Here, But Declares That Wider Markets Are Salvation of the Farmers—Can't Understand Why Anyone Interested in Welfare of the Province Should Oppose Trade Agreement.

"Believe me, the west is overwhelmingly in favor of reciprocity. I don't know of anyone in Edmonton who is opposed to the trade agreement. There is never a word said against it and I am very much surprised that the Tories of Charlotte county are raising their voices against it."

This was the statement of Percy S. Bailey, a former Charlotte county resident, who has been living in Edmonton for the last five years and is now home on a visit. In an interview given to a Telegraph reporter Mr. Bailey said that he had found conditions greatly improved in New Brunswick since he went away but something more was needed to keep the young men in the country and he believed that reciprocity in natural products with the United States was just what was required to build up the eastern provinces.

"If the boom in St. John continues," Mr. Bailey said, "in five years time many of the New Brunswick boys in the west will come back here to invest their money. It is perhaps the improvement of St. John that has brought the rest of the province forward but there is no doubt that progress has been made in the larger centres since I went away five years ago. I found that the small farmers were losing ground and that it was only the wealthy and well educated, who knew how to adapt themselves to the cramped conditions of marketing, who were making money.

"In my opinion," said Mr. Bailey, "if the farmers could only realize the great importance of reciprocity they would vote overwhelmingly in favor of it. The fishermen know to the last cent the duties which are to be remitted and can easily figure out their profit but many of the farmers, except along the border, do not pay the duty directly and thus in many cases are ignorant of the underlying cause of poor markets and low prices. Some of the speakers on reciprocity, whom I have heard, have spoken very well in general terms, but they should get right down to the farmer's prices and prove to him how much more his crop is worth to him under reciprocity."

DESIRE FOR RECIPROCITY EVERYWHERE GROWS STRONGER

Outlook in Westmorland and Albert Counties Never Brighter —Senator King Points Out Tory Inconsistency.

Thursday, Aug. 17

En route to Gagetown, where they will take active part in the Liberal convention which takes place this afternoon, Senator G. G. King, of Chipman, and A. B. Copp, M. P. P. for Westmorland, arrived in the city yesterday. "There is no doubt," said Senator King, "that Col. McLean will again be selected to represent these constituencies. In the last parliament Col. McLean made good and there is not a man in either Queens or Sunbury that can candidly say he did not fulfill his pledges; and as to his loyalty it is sufficient to recall the fact that he sent his seventeen-year-old son out to fight the Boers and was also anxious to go himself. With reciprocity as the issue, the outcome of the election in Sunbury-Queens is a foregone conclusion—Liberal by a large majority.

"When I hear the Conservatives, not only in this province but throughout the dominion, raising the loyalty cry I cannot help contrasting the condition of affairs which exist today with those which existed years ago when the leading Conservatives of the day signed that famous manifesto demanding of the mother country reciprocity with the United States and threatening annexation.

"That same manifesto which was sent over to England was signed right in the loyalist city of St. John by all the then prominent Conservatives of the day.

"It may sound like ancient history," remarked the senator, "but it was only sixty-two years ago. It was a business proposition then and not a question of loyalty. Matters reached such a state, in fact, that England in order to arrange matters satisfactorily asked Lord Elgin to negotiate a treaty for the Canadian provinces. The reciprocity treaty of 1854 followed and, strange to say, reciprocity, which today Conservatives fear will bring about annexation, resulted then in burying the annexation cry."

In Westmorland.

Mr. Copp said that everything was moving along smoothly in Westmorland and it was only a question of how large Mr. Emmerson's majority would be. The Liberal candidate, he said, was very popular, having become so through faithful and zealous work in the interests of his constituents. "The Tories have evidently begun to realize that the fight is a hopeless one in Westmorland, and some of the most prominent Conservatives are dropping out of the fray."

Looks Good in Albert.

S. S. Ryan, ex-M. P. P. for Albert county, and Dr. J. Lewis and F. Thompson, of Hillsboro, arrived in the city yesterday and registered at the Royal. Speaking to a Telegraph reporter of the political situation in that district, Mr. Ryan said that nearly everybody in Albert county was in favor of reciprocity and the reason, he pointed out, was obvious as a glance at census figures would readily show the advancement under the old reciprocity treaty and the decline under the present protective tariff arrangement. Dr. McAlister's election, he said, was assured, and while he was not as well posted with the situation in Kings county yet he had every reason to believe that the Liberal candidate's total majority would be larger than in the last federal election.

CASTORIA
For Infants and Children.
The Kind You Have Always Bought
Bears the Signature of Chas. H. Fletcher

TO BRING THEM UP WELL.

Nurse Girl—Oh, ma'am, what shall I do? The twins have fallen down the well!

Fond Parent—Dear me! how annoying! Just go into the library and get the last number of the Modern Mother's Magazine; it contains an article on How to Bring Up Children.—Town Topics.

OBITUARY.

David Russell.

Tuesday, Aug. 15.

The accident which occurred on Sunday last when David, the young son of Ald. and Mrs. J. V. Russell, was seriously injured by a kick from a horse, had a distressing sequal last night when the boy, after being operated upon at the General Public Hospital, gradually sank and finally passed away at about 10 o'clock. The accident occurred on Sunday afternoon at Fairvale, when the boy was kicked in the stomach by a horse in the stable, attached to the hotel of Thomas B. Roberts. He was brought at once to his home in King street east, and Dr. Emery and Dr. White did all in their power to ease his pain. Yesterday morning it was thought desirable to remove him to the hospital and later an operation was deemed advisable.

It is not known how the accident happened. After the boy had been in the stable a few minutes he was found by Mr. Roberts lying in the barn and suffering greatly. He was not unconscious for his first words were "Don't let mother know I'm hurt."

The deepest sympathy will be felt for Ald. and Mrs. Russell in their bereavement. He was a bright, cheerful lad and a favorite with all who knew him, and there will be many besides his parents and relatives who will regret the sad occurrence. He was their only son.

Mrs. Wm. Lunn.

The Misses Peters, of Westfield, have received word of the death of their mother's sister, Mrs. Wm. Lunn, of London, England, which occurred on July 31. Mrs. Lunn was a daughter of the late Martha Maria Shaw and Felix Lewis, and niece of the late Hon. John Lewis. Her husband, Mr. Lunn, was the civil engineer who built the Intercolonial Railroad between St. John and Moncton.

On the completion of the road Mr. Lunn returned to England. His death occurred several years ago. Their surviving family consist of four daughters living in England—Mrs. Wm. Hill, Mrs. Harry Etherington and the Misses Annie and Ada.

Grace Eccles.

The death of little Grace Eccles, daughter of Mr. and Mrs. S. G. Eccles, occurred at her home, Glen Shea, on Saturday afternoon. She was about two years old and was a very bright affectionate child. She was loved by all who knew her. Besides her parents there are three brothers and one sister, all at home, to mourn their loss.

The funeral took place Sunday afternoon. Interment was at the Westfield church burial ground and was conducted by Rev. W. Benson Belliss.

Leslie E. DeVoe.

Hampton, N. B., Aug. 14—Leslie Edwin DeVoe, formerly of Hampton parish but latterly of Dorchester (Mass.), died at his home last evening, Sunday, Aug. 13, aged forty-five years, after a month's illness with typhoid fever. Advices had been received here that he was advancing towards recovery, but this morning his sister, Mrs. Myles H. Fowler, received a telegram announcing his death.

He was the youngest son of Charles and Mrs. Melissa DeVoe, of Hampton, and his death is the first break in a family of four sons and three daughters. Last August Mr. DeVoe with his wife, a New York lady, visited his native place and from here they went to Amherst to visit other friends, where Mrs. DeVoe was seized with pneumonia and died, her body being taken to her former home at Geneva (N. Y.) for interment. There are left a young son, three years of age, his brothers Herbert E., of New York; W. J., of Vancouver; Rev. C. H., of Mason City, Ohio, and his sisters, Miss Sarah C. and Mrs. Troop, of Boston, and Mrs. Myles H. Fowler, of Hampton Station. The body will be taken to Geneva (N. Y.) for interment beside his wife.

Mrs. Eliza A. Marter.

Tuesday, Aug. 15.

The death of Mrs. Eliza A. Marter, widow of W. J. Brunswick Marter, occurred yesterday at her home in Sydney street, after a lingering illness. She was in the 91st year of her age, and was well known in the city. She is survived by one son William B., of the firm of G. O. D. Otty, and two sisters, Mrs. William Hughson, of Aylesford, N. S., and Mrs. James Mullin, of Dartmouth, N. S. One brother, Oliver A. P. Leonard, of this city, also survives.

She was a daughter of the late Thomas Leonard, who was well known in military circles here some years ago.

Mrs James Kelly.

Fredericton, N. B., Aug. 14—(Special) — Word of the sudden death of Mrs. James Kelly of this city, in Regina has been received here. She, in company with her husband, started a week ago on a holiday trip to the west, intending to proceed as far as the coast. She was taken ill near Regina from hemmorhage and died in a few hours.

Captain Pettis.

One of the pioneers of Grand Manan passed away Aug. 10 in the person of Captain Pettis, proprietor of the Marathon House, North Head. He was about 84 years old and is survived by a widow. He was very popular with the traveling public and his death will be deeply regretted by many.

Joseph Meagher.

Wednesday, Aug. 16.

Joseph Meagher, a well known fireman in the employ of the C.P.R., died yesterday morning in the General Public Hospital. He had been ill but a short time. Mr. Meagher for the last five years had been in the employ of the C. P. R. and was a general favorite with his fellow workmen. He was 27 years old and leaves his mother, brother, and three sisters at Debec Junction.

James Tait.

Wednesday, Aug. 16.

James Tait, of 19 Hanover street, died in the General Public Hospital yesterday morning. Although he had been ill for some time, death came suddenly. Mr. Tait was born in Ireland seventy-three years ago, and came to St. John about forty-five years ago. He followed the business of cartman and enjoyed a large acquaintance. He was out with the volunteers at the time of the Fenian raid. He is survived by two sons, William and George, both of this city.

Charles K. Cameron.

Wednesday, Aug. 16.

St. John loses a prominent and highly respected citizen in the person of Charles K. Cameron, who passed away at the General Public Hospital about 4 o'clock yesterday afternoon, after a comparatively brief illness. He was taken to the hospital about a week ago suffering internally, and underwent an operation, but other complications set in and proved fatal. For the last few days it was apparent that his end was fast approaching, and death came not unexpectedly.

Mr. Cameron was sixty-nine years of age, and was born in Perthshire, Scotland. He came to the city when quite a young man, and entered into partnership in the dry goods business. He later was a member of the large dry gods firm of Likely, Cameron and Golding. He then went into the millinery business, and has continued in such ever since, starting before the fire. He first did business in Germain street, but for at least a quarter of a century he has been doing business in King street, being one of the oldest business men in that street. He was a man of sterling character and genial disposition, qualities which endeared him to his friends, of whom he had so many. He is survived by his wife, who was formerly Miss Frances Quinton, sister of the late James Quinton, and aunt of W. A. Quinton, of Fairville. He leaves no other near relatives. He was a prominent member and past president of St. Andrew's Society, a member of Clan Mackenzie and other organizations.

LOCAL NEWS

Correspondents who send letters to The Semi-Weekly Telegraph and who wish to have them returned if they are not printed, must send stamps for return postage.

The engagement of Miss Jessie Milligan, at present in Regina (Sask.), to Walter M. Romans, of Bear River (N. S.), is announced. The wedding will take place in the latter part of September.

Signor Marconi of wireless telegraph fame passed through the city yesterday enroute to Glace Bay where he is to supervise some construction work. The great inventor declined to be seen as he was very much occupied with his correspondence.

Mr. and Mrs. Thomas R. Tye and their niece, Miss Mary Ahearn, of West Chicago, who have been the guests of Mrs. P. J. O'Keefe, Waterloo street, for two weeks, left last evening for home by way of Quebec, Ste. Anne de Beaupre and Montreal. Mr. Tye is the mayor of West Chicago.

Hammond Corey was the victim of a painful accident, which occurred in Stetson, Cutler & Co.'s mill, Indiantown, yesterday afternoon. While working at one of the saws his fingers got caught, one was severed and the others badly lacerated. He was driven to the office of Dr. C. M. Pratt, who dressed the injured hand.

The guests of Mr. and Mrs. Alfred Whelpley, Carter's Point, enjoyed a very pleasant trip to Bald Mountain on Sunday. Among those present were Mr. and Mrs. Harley Reid, Miss Charlotte Anslow, Miss Verna Pitt, of Matapan (Mass.), Ernest Wright, Clarence Dunlap, John Barnes, Ernest Heans, Leslie and Will Holder, of St. John, Miss Harriet and Fanny Whelpley and Paul Whelpley, of Carter's Point.

ADVOCATE BETTER ROADS IN PROVINCE

Continued from page 7.)

local consumers when and where the dominion government has not the necessary jurisdiction."

In moving the resolution, Capt. Read made the startling statement that rotten products, that would not pass inspection, were shipped from his province to Nova Scotia and New Brunswick, as the inspection act did not apply to the three provinces.

The resolution was seconded by Capt. Elderkin, of Amherst, and adopted after being heartily supported by W. B. Snowball, Mr. Fielding, Alberton; P. Hennessy, Staples, S. W. Miller, Newcastle; E. C. Cole, Moncton; G. Watt, Chatham.

The "auto highway from Halifax to United States" resolution, moved by Hon. C. W. Robinson, created a great deal of discussion on the road question generally. The resolution, as finally amended, reads: "That with a view to fostering tourist travel between the United States and the maritime provinces, the governments of Nova Scotia and New Brunswick be memoralized by this board to so improve the highway between the United States boundary and Halifax, via St. John, also between Campbellton and Moncton, in order to make them more suitable for tourist and general travel, and that a committee of members be appointed by this board to prepare such a memorial and take such further action as may be necessary to further the object of this resolution."

A clause asking the P. E. Island government to repeal the prohibition against auto running was withdrawn at the request of the P. E. Island delegates.

The matter of better roads took a wide discussion and W. B. Snowball, F. W. Sumner and others advocated the government borrowing from $1,000,000 to $5,000,000 and constructing permanent roads in the province. The discussion was participated in by S. W. Miller, E. A. McCurdy, Newcastle; Davidson, Halifax; E. C. Cole, Moncton; G. Stead, Chatham; A. M. Bell, Halifax; J. A. Brace, Summerside; F. McDougall, J. T. Hawke, Moncton, and others. The resolution being finally adopted.

The board then adjourned until tomorrow morning at 9.30. A trip to the oil wells is planned for tomorrow afternoon and the delegates will be banqueted in the evening.

President's Address.

The president, Captain J. E. Masters of Moncton, in his annual address pointed to a strong feeling in the maritime provinces for better roads and urges a bigger share of immigration for the maritime provinces.

Nova Scotia, New Brunswick and Prince Edward Island, he said, could today offer better inducements to the farmer and can hold out just as good prospects to manufacturers and laborers as any country in the world. He called attention to the discovery and development of gas and oil near Moncton and gave a brief sketch of their development. Not only would this be a great benefit to Moncton bu to the whole maritime provinces.

Secretary's Report.

Thomas Williams of Moncton, the secretary, submitted the following report:

The 16th annual meeting of the board was held at Chatham, N. B., on Wednesday and Thursday, August 17 and 18 last with thirty-four delegates in attendance. It was found with much regret that the St. John board of trade was not represented. A very interesting meeting was held and some important subjects were very fullly discussed, and resolutions passed bearing on the same. A banquet was given by His Honor the Lieutenant-Governor of New Brunswick in honor of this board and the Chatham board entertained the delegates and friends to an excursion on the river with music and refreshments, closing a very successful meeting.

The subject brought up by the Port Hood board of trade asking for a reduction of freight rates on the Intercolonial Railway was referred to a committee with Mr. McLean, of the Port Hood board as chairman. He advises me that he did not call the committee together as he found the concensus of opinion as developed in the discussion on the subject was that the I. C. R. rates are as a rule lower than on company railroads, and it would be difficult to obtain a reduction.

Four resolutions with respect to better roads were consolidated into one, and thoroughly discussed. The subject was brought to the attention of the several local governments, and it was hoped that in New Brunswick, at least a good roads convention would have been called by the local government before the close of the session but it was found impossible to do this on account of the prolonged session and the near approach of the coronation.

The matter of quicker despatch of the English mails from Rimouski eastward in the winter and early spring was taken up in parliament by Hon. Mr. Emmerson on the request of Mr Lodge, of the Moncton board, and thoroughly thrashed out, many of the maritime members taking part in the discussion. The post office department tried to minimize the fact of delays to the mails, but the figures were against them. Mr. Lodge furnished additional information to Hon. Mr. Emmerson, and the subject received another airing in parliament. But the matter stands where it has so long. The Intercolonial Railway will not put on a train without payment by the post office department, and the latter declines to pay for a special train. The interests of the maritime provinces in the meantime continue to suffer.

The subject of immigration was thoroughly discussed, and a resolution passed thereon demanding that the maritime provinces receive more attention and consideration at the hands of the immigration officials in Great Britain. A copy of the resolution was sent to the superintendent of immigration at Ottawa.

The resolution from the Moncton board re municipal indebtedness was debated, and by request was allowed to stand over. As you will see by the president's report, the discussion has borne some fruit in New Brunswick in legislation relating to sinking funds, registration of bonds, etc.

Freight rates to and from Prince Edward Island:—Copies of the resolution were sent to the several transportation bodies, and I received the usual acknowledgments. Your secretary feels that no advantage can be gained in this respect short of placing the government railways under the Dominion Railway Commission. So many and great advantages have accrued to the people of this dominion from the decision of that board, it seems anomalous that any railway system in the dominion should be exempted by special legislation from its jurisdiction.

Sheep Raising.

A resolution was passed relating to the fostering of the sheep industry, but when your secretary secured copies of the legislation of the three provinces relating to the protection of sheep, he found that the fullest legislation had been provided for the safety of the flocks. Provision is made for the killing of dogs chasing sheep, and for the recovery of the value of sheep killed. The difficulty rests with the farmers themselves mainly.

Dogs at large are incompatible with successful sheep-raising, but the claims of the dog appear to bulk larger with the average farmer than those of the sheep, and a large and profitable industry has become almost extinguished. The dominion government commission on the sheep industry has toured Great Britain and the dominion and it is hoped that its report, which should be ready shortly, may lead to a revival of that great and valuable industry.

A strong resolution on the conservation of Canada's natural resources was passed. At the present time the government conservation commission is taking evidence and obtaining information as to the natural wealth of this dominion, and public opinion is being roused as to the necessity of conserving for the people the wealth of coal, water powers, lumber, etc., in the dominion.

On September 20, last, a circular was sent to each of the boards of trade of the maritime provinces giving the text of the several resolutions passed by the maritime board at Chatham in August, and asking that several boards would bring their influence to bear on the members of the dominion parliament and the house of assembly to secure the furtherance of the objects covered by the resolutions. On January 3 last another circular was issued covering copies of that of September 20, and calling attention to the fact that M. P.'s and M. L. A's would shortly be resuming their duties after the Christmas recess, furnishing the boards an opportunity of bringing the resolutions again before the members.

I have requested the president to suggest that one hour of one of the sessions of this board be given to the subject:—"How best can the work of the maritime board be made effective?" A heart-to-heart discussion may bring to light the link that is missing between the resolutions and results.

Correspondence has been had with parties in Chester, Lower Stewiacke, Sydney and Sussex re boards of trades in these places, but satisfactory replies could not be obtained.

WEDDINGS

McNulty-O'Connor.

Thursday, Aug. 17

A pretty wedding took place in the Cathedral of the Immaculate Conception yesterday, when Rev. A. W. Meahan united in marriage Miss Gena O'Connor and John McNulty of Albert. The bride's sister, Miss Agnes O'Connor, was bridesmaid, and Hugh Daley was groomsman. The bride looked charming in a travelling suit of tan serge with cream picture hat, and carried a bouquet of white carnations. The bridesmaid wore a tan suit trimmed with brown applique and black picture hat. The bride's present from the groom was a substantial check, to the bridesmaid he gave a pretty locket and chain, to the groomsman a pearl stick pin. The bride also received many other pretty presents. The happy couple left on the early train for Albert, where they will be given a reception.

Moffat-O'Neill.

Fredericton, Aug. 16.—(Special)—The wedding of Berton W. Moffat, one of Amherst's rising business men, to Miss Margaret O'Neill, daughter of George O'Neill, of this city, took place this evening at 7 o'clock at the home of the bride's parents. The ceremony was performed by Rev. J. H. MacDonald, D. D., pastor of Brunswick street Baptist church. After the honeymoon, to be spent in Prince Edward Island, Mr. and Mrs. Moffat will make their home in Amherst.

Blood stains on new white goods often come from pricking the finger, and these are easily removed with cold water and them soap and cold water; hot water sets the stains.

A soft rag (linen is preferable), dampen with pure alcohol, or brandy, apply to mirror and rub the soiled spots until they disappear. Take a soft rag or tissue paper and polish the mirror until it glistens.

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GREAT LIBERAL RALLY IN HILLSBORO

(Continued from page 1.)

own county as hopeless and are now using their best efforts, in vain, to elect Fowler.

Ex-Governor McClellan.

Hon. A. R. McClelan, ex-lieutenant-governor of the province, presided at the meeting and made a strong and dignified speech in favor of reciprocity in opening. He recalled the negotiations for the reciprocity treaty of 1854 at which time he had voted for the measure in the provincial legislature, and he reviewed the efforts made by the provinces to prevent its abrogation by the United States. On these efforts failing, however, the lieutenant-governor of the province had expressed great regret, as the province had shown great growth and prosperity in the eleven years in which it was in force.

The same conditions existed today, he said. He did not know of a single industry which would not benefit from the agreement going into force.

Hon. Mr. Pugsley.

Hon. William Pugsley was received with three hearty cheers from the audience. He thought the chairman's words could be accepted as the words of one having great weight, as one who had voted on the reciprocity question, and one who fully realized its benefits.

Dr. Pugsley then referred to the question of the Salisbury & Harvey Railway. All were interested in having the railway taken over by the federal government, because it would give the people a better service and cheaper freight rates. When the branch line became a part of the main line the people living along it were in as good a position as those on the main line.

The fact that nothing had been done to take over the railways before Dr. McAlister became a member was evidence that the task was not an easy one. The branch lines comprised altogether more than 600 miles and their purchase would mean a capital expenditure of several millions of dollars.

He was able to announce definitely that the settled policy of the government would be the absorption of the branch lines and last session a bill was introduced authorizing the minister to take over certain lines either by purchase or by long lease.

The owners came to Ottawa and asked better terms with regard to the interest on leases and while this matter was under discussion the Conservative obstructive tactics began and the legislation was blocked. Dr. McAlister had left no stone unturned to bring about an agreement, in particular concerning the Salisbury & Albert Railway, and the result had been an offer to allow the company the use of rails and other equipment to put the road in first class shape and operate the entire length.

The expenditure incurred in repairs, according to the agreement, will be added to the amount for which the road is purchased or at which it is capitalized in case the lease is taken. In confirmation of the offer Hon. Mr. Pugsley read the following telegram which he received last evening from Hon. George P. Graham:

Hon. Mr. Graham's Telegram.

"Ottawa, Aug. 17, 1911.

"Hon. William Pugsley, Hillsboro, via St. John (N. B.):

"Have sent following telegram to A. W. Campbell, chairman at Moncton: That the owners of the railway ought to agree to the proposition of the government as to lease or purchase which they have not yet done: 'Agree to make arrangements to let Salisbury & Albert Railway have rails, etc., from Intercolonial to be charged at market price, this price to be accounted for either in the lease or purchase of the road, if the owners of the road agree to accept either proposition of the government to either lease or purchase. Try and arrange matters while there.

"GEORGE P. GRAHAM."

Dr. Pugsley asked Mr. Fowler to explain his connection with the removal of the rails from the lower part of the road. He would like to know why Fowler & Jonah were allowed by the provincial government to remove these rails illegally.

Reciprocity the Great Question.

Mr. Pugsley then dealt with the question of reciprocity, and said there could be no neutral grounds. The question was not the selection of Dr. McAlister or Mr. Fowler but of the acceptance or rejecting of this great offer, which might never again be made.

There was no shadow of evidence to prove, as Mr. Borden charged, that Canada was surrendering its freedom of action. If the overtures made by the United States for the renewal of reciprocity had been rejected, the Conservatives would have been the first to attack the government for their action. They would have quoted not only their own leaders but the Liberal leaders of the past in favor of free trade in natural products.

In reviewing the progress of the negotiations, the speaker paid a high tribute to Hon. Mr. Fielding as the originator of the British preference in face of Tory opposition. British connection and imperial trade were surely safer with this man under whose wise tariff policy the foreign trade had leaped from less than $200,000,000 in 1896 to $766,000,000 in 1910.

Speaking of lumber, the speaker showed how the removal of the $1.25 duty on rough sawn lumber and the reduction of the $2 duty on planed lumber was a great benefit to the man working in the lumber woods of New Brunswick.

The Hay Duty.

Dr. Pugsley's reference to the removal of the duty of $4 on hay was received with applause and he went on to show how access to the markets of the large cities of the United States would help the farmer.

Turning to the west, Dr. Pugsley showed the need of a larger market for the increasing yield. He also took up the question of the fisheries, and spoke of the strong feeling in favor of the trade agreement in Charlotte county, where he believed Mr. Todd would be elected by the largest majority ever given a public man in Charlotte. (Applause).

The minister dealt very effectively with the annexation bogey. He had little patience with such arguments as were used and which should only be addressed to fools or illiterates.. No more offensive insult was ever passed upon the toiling masses of the country.

The speaker concluded with a statement of the position of the former Conservative leaders in favor of reciprocity.

Grant H. Brown, a mining expert from New York, spoke of reciprocity in a general way. As a Yankee he had no desire to annex Canada but he wanted to see another country just as big as the United States. He had money invested in lumber mills in Ontario and in some respects might be hampered by reciprocity but it was because he represented the monied interests, and for this reason it was a sure thing that it would benefit the mass of the people.

Dr. McAlister.

Dr. D. H. McAlister, the candidate, was very heartily received. He referred to the successful fulfillment of his pledges, particularly with regard to the movement for the taking over of the branch lines. It had proved a big undertaking to swing this, and the maritime province members were kept very busy hanging on to the I. C. R. itself. If it had not been for the minister of public works, the minister of railways and a few of the Liberal members, the people would have lost the road about a year ago, but as long as the Laurier government was in power the I. C. R. would not be handed over to a private company.

When the Salisbury & Albert Railway was in danger he had spoken in the house in favor of having the road taken over but had also consulted Dr. Pugsley. The latter had called a caucus and after consideration members had decided in favor of taking over all the branch railways.

Dr. McAlister then told of the obstructive tactics carried on by the opposition and the holding up of the railway legislation. Following dissolution the negotiations had been carried on by Dr. Pugsley and further progress was now up to the owners of the road.

Dr. McAlister then took up reciprocity and assured the audience that Mr. Fielding had written him asking him for the views of his constituency on the negotiations, and he had replied that free trade in natural products and lumber would be the greatest thing for the maritime provinces. This had been drilled into him by his father, one of the staunchest of Conservatives.

The Tory members, including Hon. Geo. E. Foster, had said when reciprocity was first mooted it would be a good thing, but you will never get it. Nine times the Conservatives had gone to Washington and failed to get reciprocity.

The shifting of the Tories on this question was on a par with their face about on the navy question. First of all they wanted a Canadian navy, then they declared a direct contribution was the proper course.

In conclusion, Dr. McAlister appealed for support on the record of the Laurier government and on his own effort to uphold the best interests of the constituency.

Senator Domville appealed to the people to get away from the Borden and blue ruin cry. England viewed the reciprocity pact favorably as a factor in making a truly British nation.

James Friel, of Dorchester, said he came from Westmorland, where there was no fight worth speaking of, and he was willing to do all he could for the worthy candidate in Kings-Albert.

Senator Domville moved a vote of thanks for the chairman, seconded by Hon. C. J. Osman.

The meeting dispersed with cheers for the king, Hon. Dr. Pugsley and the Liberal candidate.

N. B. IS BEST.

You may wander away
To the far famed West,
But will find in the end
The East is best.

Full many I know
Have traveled abroad
But are glad to return
To their native sod.

They may go away
For a while and roam,
Then in a few years
We see them come home.

If riches they make
When far away,
Are they there content
To end their day?

Ah! No. They return
From their weary toil
And are here content
On New Brunswick soil.

Don't worry, my friend,
If the young should roam,
For when they get wise
They all come home.

There's a living here
For one and all,
Though farm life be slow
And the profits small.

And many who visit
Their cities out West
Come back convinced
That St. John is best.

A NATIVE.

COUNTRY ROADS.

The autoists find
In the road law flaws;
And many condemn
The Hazen laws.

But why condemn
Our country roads,
If they will suit
The farmers' loads.

But wait and hear
His side of the case.
He surely has rights
In his native place.

Must he stay from church
On Sunday morn
For fear of the auto
With tooting horn?

He cannot tie his horse
By the old church door,
As he used to do
In the days of yore,

For the horses are filled
With dread alarm,
And fire sure the auto
Will cause them harm.

Must the autoists have
The right of way
All through the week
And the Sabbath day?

No! I think the auto
On Sunday should cease,
So the farmer may go
To his church in peace.

How many autos
Through the country glide,
Which are bound for church
On their country ride?

Now think of the farmers
Who slave and toil
To make good roads
From the rocky soil,

When you grant him Sunday,
His best day of the week,
To be free from all autos,
Good roads he will seek.

FARMER

NO ESCAPE FOR HIM.

(Boston Herald.)

"These New York doctors and dentists put up a game on their patients that makes the hen-and-egg proposition seem as easy as A B C," said the man who complained that he hasn't been "feeling just right."

"The other day I consulted a dentist. He said that he could do nothing for me till I got my teeth fixed, so my digestion would improve, but when I went to the dentist he recommended he sent me back to the doctor because it wasn't worth while to work on my teeth until my general system got toned up, so they came off me coming and going."

A sun bath is of more value to health than much warming by the fire.