RIGGS'
CKBERRY
YRUP
THE CURE OF
y, Diarrhoea,
Infantum and
Complaints
ctured Solely By
AN DRUG CO.
LIMITED
ggists, St. John, N. B.
ars Register No. 1295

ITION
S REPORTED
SLAUGHTER HOUSES

h Officer, Declares That Methods
e Horrible and Menacing to the
Read to Common Council Yester-
Supply Found.

stand. About half the number of hogs. Saw three barrels of raw potatoes which, we were told, were intended for hog food. Both places are utterly unfit for the purposes used as at present conducted."

You will note that, although I have not hesitated in condemning the slaughter houses proper as primitive, ill supplied with water and altogether inadequate, yet I feel that the greatest danger to the public health lies in the keeping of hogs attached to such places and in the materials which are fed. These materials, as noted in my report, are blood and the general offal of the slaughter house. Continuously thrown into the field under the hot sun and with abundant moisture, they quickly become a decomposed and putrifying mass difficult to describe in its loathsomeness and in its dangerous qualities. As at a very low estimate, five per cent. of all the cattle slaughtered are probably affected with tubercular diseases and as the tubercular nodules are most generally found in the parts of the animal discarded as offal, such as the intestines, lungs, the pleura, the cervical glands, etc., it is almost impossible but that the hogs, by eating such parts, will become in time dangerously affected by the same disease. But this is not the only danger incurred by the public in such keeping and feeding of hogs. Many parasites which infest man have as their chief hosts in their larval condition the dog and pig. I quote from Prof. Leukart's Parasites in Man: "Other animals furnish us with the largest contingent of our parasitic guests, but they transmit them in very different stages. The parasites which we derive from the animals used in food are adult forms like the common tape-worm and the trichina. We receive them, however, in a larval state, the tape-worm in the form of the bladder-worm and the trachina in its encapsulated form, among the muscles. Both these forms are most commonly derived from the pig."

Again from the same authority: "From the pig we derive the Taema Solium. The food of pigs should never, as in slaughter houses, be of the remains of slaughtered animals."

There is scarcely any limit to what might be said against this horrible method of feeding pigs, which are afterwards to be slaughtered and sold for human consumption. Not only specified diseases, as above, may be so engendered, but I think it is the general concensus of enlightened opinion that the flesh of swine fed wholly or largely upon animal organic matter, and that in a highly decomposed state, is quite unfit for human food, without respect to the pathogenic parasites it may contain.

You are quite at liberty to make any use of this letter you think proper, that may, in your opinion, be conducive to the public welfare.

Sincerely,
GEO. G. MELVIN.

NORTHUMBERLAND CO. TEACHERS' INSTITUTE

Newcastle, Sept. 6—The Northumberland County Teachers' Institute meets in Chatham Grammar school Thursday and Friday, Sept. 14 and 15. The programme is as follows:

Thursday, Sept. 14.

10 a. m.—Enrollment.

11 a. m.—Addresses by Pres. C. J. Mersereau, Inspectors G. W. Mersereau and R. P. Steeves and others.

2 p. m.—Advanced section: The Teaching of Geometry, by C. E. Jones, Ph. D., LL. D., of the U. N. B.; primary section, The Teaching of Composition, by Miss Mabel M. MacGregor; trustee section, The Duties of Trustees, by Inspector Mersereau.

3 p. m.—Teachers' sections, physical training, by N. D. Cass; trustees' section, School Gardening, by D. W. Hamilton, Ph. D.

8 p. m.—Public meeting, to be addressed by the lieutenant-governor, Mayor Byrne and others.

Friday, Sept. 15.

9 a. m.—Roll call; whole institute, School Gardening, by Dr. Hamilton.

10 a. m.—Advanced section, The Course of Study, by H. H. Stuart; primary section, Paper Folding and Cardboard Cutting, by Mr. Starrak.

11 a. m.—Election of officers.

Afternoon—At exhibition.

There will be an exhibition of writing, drawing and manual work.

The Semi-Weekly Telegraph and The News

VOL. L. ST. JOHN, N. B., WEDNESDAY, SEPTEMBER 13, 1911 NO. 100

WHAT DR. McALISTER HAS DONE FOR KINGS-ALBERT; HERE ARE DEEDS WHICH SPEAK LOUDER THAN WORDS

Office of D. H. McAlister, M. D.
Sussex, N. B., Aug. 21, 1911.

Dear Sir:

An election for the House of Commons will be held September 21, and the Liberals of Kings-Albert, assembled in convention August 9th asked me to again be the candidate of the party and I have consented to do so.

Some of you may be surprised at this because early in the year I expressed my desire to retire from politics, but, as I explained on convention day, my statement made at Hampton before a local Liberal convention, was so misrepresented by the Conservative newspapers and leaders that I feel it my duty not only to my party and to my supporters but to myself, as well, to respond again to the call that is made upon me.

And I do this with greater willingness because of the great issue that is before the people of the country, namely, reciprocity.

We, in the Maritime Provinces, have hoped for it, striven for it, yes, almost prayed for this since the days of confederation. We had reciprocity before 1867, from 1854 to 1866, and our fathers say such prosperity was never seen before or since in this part of Canada. We gained in population, as you will see by the statement from the census books I am enclosing with this letter, we kept our friends and relatives with us for there was no necessity for them to go west to make a living; our farms were all busy and not half vacant as you see them now. Reciprocity meant prosperity then and it will mean prosperity again—more people—some of our own, no doubt, will return to us—more products and more trade, and for these reasons I will support it with all my heart.

So much for the great trade question, now let me write a few words about my record as your representative in parliament.

It will be three years next October 26th, since you elected me to represent you. You knew then what I was—not an orator—not a politician—but simply a physician attending day and night to the duties of my profession and performing them as best I could. When I went to Ottawa I was in a most trying and difficult situation. For a long time the counties of Kings and Albert had been represented by Mr. Fowler, a gentleman opposed to the government. There was much complaint that nothing had been done to improve the public services in our counties, and the hope was expressed that all this would be changed when the people elected me to support the Liberal government.

You will know, readers, how hard it was for me to obtain, at the moment, improvements at once. There were a dozen for wharves, for dredging, for public buildings, for railway extension, for operation of the branch lines by the Intercolonial, for various improvements at different stations along the Intercolonial itself, and in addition to all these, the people in almost every section were asking for greater and more frequent mail accommodation, for additional post-offices, and for altered mail routes. May I ask you to be patient with me while I speak of my success in these undertakings, because they are the records of my work as your member; they show whether I have been worthy or not, and whether I deserve your support or your condemnation.

Even if I could see and talk with every voter in Kings and Albert, I could not, perhaps, remember to say all that I will in this letter, nor could you remember it.

I will begin with the rivers and wharves of Kings and the coast of Albert, and endeavor to show what was necessary and what was done.

In both the St. John and Kennebeccasis Rivers, in Kings county, the channels needed to be deepened, and almost from the day of my election the government dredge "New Brunswick" has been engaged in these waters. From St. John to Hampton, on the Kennebeccasis, the channel for river steamers has been made navigable, the water has been deepened in front of the wharves, and at Hampton village the dredging was so extensive that great assistance will be given for many years to the means of water transit for the large industries there. From the wharf to Perry's Point, at Murphy's, Reed's Point, Gondola Point, Clifton, Moss Glen, Mathers' and Long Island, and Rothesay and White Head, the necessary dredging has been done, and in addition there are three splendid wharves at Rothesay, as well as Long and Mathers' Islands.

A most important and heavy piece of work on the St. John River was the deepening of the Grassy Island Channel, which enabled the river steamers to approach those wharves that were convenient for the farmer. This work is completed, and the channel to Shamper's wharf as well is now able to accommodate the river steamers at low water. Hatfield's Point and Jenkins's Wharf, on the Belleisle, have also been much benefitted, and last week the dredge "New Brunswick" began work in Kingston Creek that has waited for years, and could not be obtained until I took the matter in hand. I am glad to say that the deepening of this river inlet will enable contractors for the Valley Railway, which has been surveyed along its banks, to use this channel to get their supplies and heavy construction machinery to the base of operations.

Had the elections been held at the usual time, a year from now, there were other works in contemplation, wharves at Sandy Point, Morrisdale and Brundage's Point, and dredging in Jones' Creek. Should I be elected I will be in a position to have these necessary works attended to.

In Albert county, so far as dredging and wharves are concerned, the government has been no less generous to me, and if you will look at the list of wharves built and dredging done attached to this letter I am sure you will be a [illegible] opponents that McAlister has done nothing.

When James Domville represented Kings county, he had a splendid public building erected in Sussex. Since then nothing has been done until this year when the contract for a handsome public building at Hillsboro in Albert has been awarded, and there is $3,000 granted to start the construction of a new post office at Hampton. In this, the shiretown of Kings, there is another most important work to begin, namely the extension of the Intercolonial in from Hampton Station to Hampton Village. When that work was determined upon, an election this year was not thought of—in fact that is true of all these works—so I am not open to the charge made so often that public work is done only at election times.

I have not been able to secure as much in connection with the Intercolonial Railway as I hoped or wished. I am glad, indeed that the people of New Brunswick can still say that the I. C. R. is the "People's Road," because there were many members on both sides of the house who wanted to turn it over to a big railway corporation. I opposed that with all my power, both on the floors of the house and elsewhere, and I am glad, as I said above, that the I. C. R. is still a government road, because we have cheaper freight rates and better passenger service than any other railway gives in Canada. If the I. C. R. were leased or owned by any of the large railway corporations the farmers and the merchants of Kings and Albert would have to pay many thousands of dollars in freight more than they do at present. Yet I do not need to tell you that under the present management by commission the Intercolonial Railway is not conducted in the interests of the Liberal party. Under the Conservative government the Intercolonial gave the party in power great assistance. Today the railway is for all the people irrespective of politics, and a man who wants work or a position on the road must first be able himself to do the work before any recommendation of mine will be listened to. Some of my friends, perhaps some of your friends, have felt aggrieved because I was unable to obtain all that was asked of me. This is the reason the railway commission, in charge of the People's Railway, do not want to lose money, but to show parliament and the country that it can pay its way, and with economy ever in front of them, they are always curtailing expenses.

While speaking of railways, let me deal with my position on the branch lines and their operation as a part of the Intercolonial Railway.

That was a part of my policy declared before the people in 1908, and I still stick to it. The branch lines in Kings and Albert must be taken over by the Liberal government. I am sure that they will be for the necessary legislation was nearly accomplished when the Conservatives so obstructed business—and this branch line bill was part of that business—the parliament was dissolved and this election was brought on, but if for any reason the Liberal government fails to do what I think it should—take over and operate the Harvey-Salisbury road at once, and the others [illegible] promises made by the electors on convention day and resign my seat in parliament.

At present I am doing all in my power to afford relief to the people of Albert county from Hillsboro to Albert, where the road is closed down. The Minister of Railways, at my urgent request, has consented to purchase the Harvey-Salisbury railway for either $120,000 (the price named by the owners) or to lease the road upon the terms submitted by the managers of the branch lines in conference recently with the Minister of Railways, and in the meantime to lend the manager rails and steel bridges to get the railway in shape again as soon as possible. Can I do anything more? It only remains for the manager to take the rails and bridges from the I. C. R. and get the road ready.

To return again to the public services. There are none more important than the postal service. Frequent mails and frequent post offices and rural mail deliveries are what the people want, and these I have tried to get for them. If you look over the list I am sending you I am confident that you will agree that I have done pretty well.

I do not wish to be unfair, and when I show you what I have been able to do in three years for Kings and Albert counties, as compared with the blank record of Mr. George W. Fowler during the eight years he was your representative, let me say the conditions were not equal. He had not a fair start as he was a most bitter opponent of the Liberal Government. I was a supporter of the government, and for the natural reason that you will help the man who helps you, I was able to get these public works for the people, Conservatives as well as Liberals. But, I ask you, because I could and can do these things, is that any reason for voting against me and for Mr. Fowler who could not obtain what the people required?

Do not be misled by the statement that the Liberal Government will be defeated. There is no truth in that story. Canada is not prepared to say "Good Bye" to the party that has made it so prosperous and has placed it in so proud a position that we are envied by the world. Kings-Albert does not want to make any mistake by electing Mr. Fowler and returning to the cold shades of opposition.

And at this point let me say this, Mr. Fowler and I are friends and we will, I hope, be friends for a long time after this contest. I would rather lose my election than lose my personal friends in the Conservative party. I tried to treat all men alike before I was in politics, and as far as I know I have not made a personal enemy since, and for the good work my friends are doing, and will do for me up to close of this contest, I thank them now, and I do so more particularly because they have had to face peculiar and trying canvasses and accusations that come close to every man's heart, because they touch upon one of his dearest possessions—his loyalty.

When the great Conservative, Sir John A. Macdonald, tried to obtain reciprocity he did not dream that it was disloyal to do so. He was the man who spoke that famous sentence "A British subject I was born, a British subject I will die." He did not think it would mean annexation to have reciprocity, neither did the Conservative leaders who succeeded him, Sir John Thompson and Sir Charles Tupper, nor Hon. George E. Foster, all of whom tried to obtain reciprocity again and again.

I know that false stories have been spread among the people that reciprocity means annexation. My friend, if I thought that for one moment I would never raise my voice in favor of, nor cast my vote for it; but, instead of annexation, reciprocity stands for more trade, more business and more money, and greater happiness and contentment that always keep company with a full pocket and a light heart. What was good enough then for the great Conservative leaders and what is good enough now for my honored leader is good enough for me. I ask you not to listen to the insulting insinuations that you cannot sell the products of your farm wherever you please without at the same time selling your allegiance to your king and country.

My father is Scotch, my mother was Irish. Their loyalty never was questioned; my loyalty never will be doubted, and if you voted for me on September 21st, as I ask you to and as I hope you will, you will always find me standing in the House of Parliament for what is right for my country and what is loyal to my king.

I am, yours sincerely,
DUNCAN H. McALISTER.

Population of Kings - Albert

WHEN THERE WAS RECIPROCITY
(1854—1866)

Population of Kings in 1851	18,842
Population of Kings in 1871	24,593
Increase in twenty years	5,751

WHEN THERE WAS NO RECIPROCITY
(1871—1901)

Population of Kings in 1871	24,593
Population of Kings in 1901	21,655
Decrease in thirty years	2,938

Don't You Want Reciprocity Again?

When Albert County Had Reciprocity

(1851—1871)

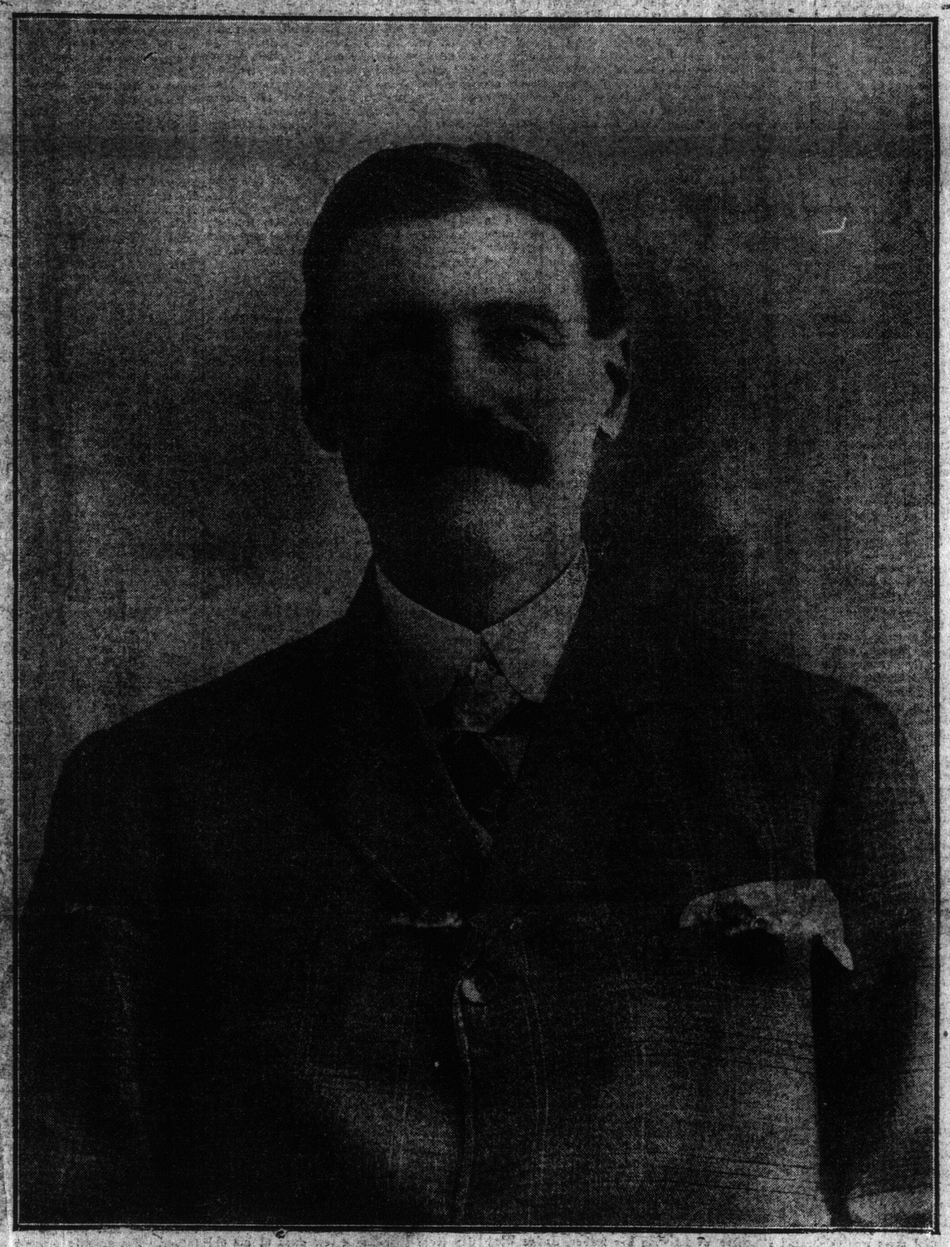
Population of Albert 1851	6,313
Population of Albert 1871	10,672
Increase in twenty years	4,359

WHEN THERE WAS NO RECIPROCITY
(1871—1901)

Population of Albert in 1871	10,672
Population of Albert in 1901	10,925
Increase in thirty years only	253

Don't They Want Reciprocity Again?

Note—The above figures are copied from the official census returns as they appear in the blue books.



DR. D. H. McALISTER, THE MAN FOR KINGS-ALBERT.
Read what he has done for his great constituency.

Wharves Built and Dredging Done in Kings-Albert.

Wharves—1908-09.

Harvey Bank—Wharf.
Edgett's Landing—Repairs to wharf.
Mather's Island—Wharf.
Point Wolfe—Wharf.
Rothesay—General repairs to wharf.
Long Island—Wharf.

1909-10.

Anderson's Hollow—Repairs to breakwater.
Harvey Bank—Extension to wharf and repairs.
Brown's Flats—Rebuilding wharf.
Long Island—Construction and approach to pier.
Mather's Island—Wharf extension.
Rothesay—Wharf rebuilding.

1910-11.

Anderson's Hollow—Repairs to wharf.
Herring Cove—Repairs.
Mather's Island—Repairs to piers.
Rothesay—Repairs to wharf.

1911-12—Authorized Work.

Anderson's Hollow—General repairs to breakwater wharf.
Hopewell Cape—New steps and repairs to slip.
Harvey Bank—Raising wharf.
Point Wolfe—Improvements to harbor protection works.
Clifton—Wharf (half the cost.)

Dredging.

1908-09.

Clifton, 620 cubic yards.
Flewelling's, 1,400 cubic yards.
Hampton, 6,020 cubic yards.
Long Island, 5,380 cubic yards.
Moss Glen, 770 cubic yards.
Murphy's wharf, 9,050 cubic yards.
Reid's Point, 980 cubic yards.
Sealy's Island, 34,615 cubic yards.
White Head, 2,500 cubic yards.

1909-10.

Hampton, 24,260 cubic yards.
Jenkin's Cove, 13,870 cubic yards.
Lauwigewauk, 1,050 cubic yards.
Shamper's, 76,980 cubic yards.
Wanamaker's, 1,050 cubic yards.
Clifton, 100 cubic yards.

1910-11.

Day's Landing, 5,050 cubic yards.
Grassy Island, 26,400 cubic yards.
Hatfield's Point, 500 cubic yards.
Jenkin's Cove, 2,050 cubic yards.
Kennebeccasis River—Snags, logs, etc., removed.
Shamper's, 1,700 cubic yards.

1911-12—Authorized Work.

Hampton, 5,444 cubic yards.
Hatfield's Point, 26,897 cubic yards.
Mathers' Island, 2,924 cubic yards.

Improvements in Mail Service.

Newtown and Sussex from 3 to 4 times a week.
Clifton and Reed's Point, extended to Reed's Point.
Clifton and Grey's Mills, rural delivery.
Sussex and Sussex, rural delivery.
Butternut Ridge via Canaan road, Thornbrook to Butternut Ridge, rural delivery.
Kingston and Reed's Point extension.
Kingston and Perry's Point, extension.
Jordan Mountain and Newton, new route.
Belisle Creek and Martown, new route.
Torryburn and Railway Station, new service.
Smithtown and Upper French Village, new service.
Hopper and Parkindale, new service.
Albert and Brookton, new service.
Renforth (The Chalet and Railway Station), new service.
Mount Prospect and Smithtown, new service.
East Riverside and Railway Station, new service.
St. Martins and Hampton Railway, daily service to Upham.
Long Point and Springfield, increase in service.
Hatfield's Point and Tocleton, increase in service.
Kingston and The Bluffs, restored service, three times weekly.
Weldon (Hillsboro and Steeves' Mill) increase in service.
Millidgeville and Holderville, daily all months during navigation instead of June 1st to October 1st.
Kingston and Urquharts, rural delivery asked for and ordered.
Model Farm, office just ordered.
Fair Vale, office established in 1908.
Westfield through Greenwich, along River Road, daily mail and rural delivery.
Hampton, new post office building authorized and $3,000 voted to start construction.
Greenwich Hill to Day's Corner, twice a week service asked for and recommended.
Johnston Croft, improvement in service.

New Post Offices.

Mount Prospect.
Plumweseep (daily).
Torryburn (to serve part of Rothesay.)
Renforth (Chalet.)
East Riverside.
Upper French Village.
Parkindale.
Canaan Road.
Brookton (pe Est.)
East Scotch Settlement.
Jordan Mountain.
Sheuns.
The Bluffs.
Sproul.
Leighside.
McAlary's (just ordered.)
Lakefield
Foot of Bull Moose Hill (just ordered).
Carsonville.
East Cornhill.
Springfield Corner.
Crossman
Gunningsville.
Ingleside.

THIS IS TO BE A "FLAG ELECTION," IS IT? WELL---

Great Britain has just signed a sweeping arbitration treaty with the United States. In the event of European war the treaty with Japan would safeguard the Far East, and the treaty with the United States, which makes that country virtually an ally, would enable Great Britain to use all its fleet in European waters. Query: If His Majesty King George has signed an arbitration treaty with the United States, involving the highest questions of national honor and security, what sense is there in saying that it is disloyal or dangerous for Canada to make a tariff agreement with the United States? British cabinet ministers have pronounced in favor of reciprocity between Canada and the United States. Are the Conservatives more loyal than the King and his ministers?