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THE DAILY TELEGRAPH THE SEMI-WEEKLY TELEGRAPH THE EVENING TIMES New Brunswick's Independent Newspapers.

ST. JOHN, N. B., SEPTEMBER 2, 1911.

THE LAURIER MEETING

If in a political campaign any event ever clearly pressed victory it was the demonstration of Monday and the Laurier meeting of Monday night.

Those who have followed political events in this city and in this province for a generation past will not hesitate to proclaim that the events of Monday were the most enthusiastic and significant in the history of the Liberal party here.

Space does not permit here this morning a detailed consideration of the statesman-like address of Sir Wilfrid, so which extended speech is given in this morning's issue, or to the convincing and important speeches made by the Minister of Public Works and his poular colleague, Mr. Lowell.

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The keenest enemy of Britain has never uttered a greater slander against the aims and ideals of her empire, Citizenship in the Empire does not mean restricted trade routes and the industrial subservience of the many to the few.

Three days after Rosebery delivered this speech, the Montreal Gazette remarked, "outsiders would be justified in considering Canadians a nation of commercial crissles," so heavily were most of our industries leaning on the politicians.

The policy of the government is to give every facility to Sir Wilfrid Laurier and the people of Canada to do the best they can for themselves, to enter into this agreement, and, as they think and we believe, to take thereby the best step they can for the development of Canada.

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the trade of the Empire, and the greater the trade this country would send to Canada.

That pessimistic view was very greatly exaggerated. The government highly appreciated the attitude of the Canadian government, who in this proposed arrangement with the United States had done their best to affect in the slightest way possible the preference which they were giving to this country.

On April 18 the Canadian reciprocity agreement was discussed in the House of Lords, and on that occasion Lord Haldane, Secretary of State for War, spoke in these unmistakable terms:

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in Canadian channels. He said the omission to do this at the Laurier meeting was because the Liberal party had handed down its transportation bill, and, by the reciprocity agreement, adopted a policy which would prevent the Grand Trunk Pacific and the other transcontinental railways, from carrying Canadian trade to Canadian ports.

While Mr. Sifton was speaking there was scarcely a man in the audience before him who did not know two important facts which utterly destroy Mr. Sifton's argument, and which place him in a shameful position.

One of these facts is that the C. P. R., the greatest transportation company in this country, is today preparing additional yard room on the West Side for the accommodation of 5,000 more freight cars, and by the purchase of hundreds of thousands of dollars worth of property at the head of the harbor is getting ready to expand its terminal facilities here.

The second fact is that not only has the Grand Trunk Pacific acquired at the head of Courtenay Bay a spacious site for its terminals, but at the present time negotiations are about being completed for the purchase of additional land nearby, in order that there may be ample room for the freight yards and buildings and all the other terminal facilities that will be required when the great traffic of the West begins to come to this port over the new transcontinental.

Moreover, Mr. Sifton's whole argument on this point was based on ignorance or falsehood, because, as thousands of witnesses can testify, at the Laurier meeting both the Liberal transportation bill and the development of Courtenay Bay were touched upon by the Minister of Public Works, and the policy of keeping Canadian trade in Canadian channels was not only mentioned by the speakers but was referred to in the address presented to Sir Wilfrid.

Why is it necessary for Mr. Sifton, if he has a good case, to resort to such deliberate and flagrant dishonesty in his public speaking?

READ THE AGREEMENT, AND DON'T BE MISLED An attempt is being made by Tory canvassers to mislead the farmers and lumbermen of Kings, Albert, and other counties, by deliberately misrepresenting the contents of the Fielding-Peterson agreement and pretending that it is something quite different from what it really is.

The Telegraph has been asked to quote from the agreement itself the answer to some of these lying canvassers. Conservative speakers and canvassers, for example, have said that rough saw lumber was not to enter the United States duty free.

The Dominion government blue book on the subject, containing the "Reciprocal Tariff Agreement Between the United States and Canada" (schedules A and B) says most clearly that "sawed boards, planks, deals and other lumber, not further manufactured than sawed," upon which there has been a duty of \$1.25 per thousand feet B.M., are to be duty free under the agreement.

The following kinds of lumber are also to enter the United States duty free: "Timber, hewn, sided or squared otherwise than by sawing; and round timber used for spars or in building wharves; paving posts, railroad ties; telephone, trolley, electric light and telegraph poles, of cedar and other woods; wooden staves of all kinds not further manufactured than listed or jointed, and stave bolts; pickets and palings."

Farmers in several counties are being told that they will have to pay more for their feed for cattle, such as bran, middlings, and other animal food, if reciprocity is carried, and it has been represented to them that while there will be a duty on these articles, American flour will come into Canada free. Conservatives have been saying that all Canadian wheat would go to the United States to be ground, and that farmers in this part of the country would simply have to pay more for all the cattle feed they buy.

Now, what are the facts? Under the proposed agreement a duty of fifty cents a barrel on wheat flour remains, but the duty on bran, middlings, and other offals of grain, used for animal food, which duty is now twenty per cent, will be reduced to twelve and one-half per cent, per hundred pounds, which is a reduction of seven and one-half per cent, as compared with the present duty.

And of course, there is no reason why Canadian wheat will not be ground in Canada to the same extent it is today, or even more so, for not a bushel of Canadian wheat will go to Minneapolis unless the Canadian millers decline to pay market price for it. The Canadian millers, who have been making enormous profits and selling flour to the consumer at a high price, will buy more Canadian wheat than ever, for they still will have a tremendous advantage in the home market in selling flour which will still be protected by a duty of fifty cents a barrel against the American article.

It must be clear, therefore, that the Canadian millers will have for sale at least as much "bran, middlings, and other offals of grain used for animal food," as formerly, and, as the duty on these articles entering from the United States is to be reduced by seven and one-half per cent, the price to the Canadian farmer should be lower under reciprocity instead of higher.

Anyone interested in these duties should not take the word of any Conservative speaker or canvasser, but should insist upon the production of the official blue book giving the tariff agreement in full, together with the correspondence and statements, which have been issued by the Dominion government, in order that there may be absolutely no mistake as to the facts.

Another attempt at misrepresentation has been in regard to the duties on meats. A word or two as to these may be in order. At the present time the duty on

ST. JOHN'S FRIEND AND HIS ENEMIES

When Mr. Sifton referred to Dr. Pugsley and the works at Courtenay Bay the Conservatives last night jeered and hooted. That is the measure of tory appreciation of anything that is done for the benefit of St. John.

In the last four years, with Dr. Pugsley as St. John's representative, the government has spent on St. John harbor \$1,885,279.93. Altogether the public works department has spent at St. John in these four years over \$2,000,000.

The contract is now about to be awarded for works that will cost between \$3,000,000 and \$4,000,000 at Courtenay Bay, and tenders are called for work at West St. John that will cost \$700,000 to \$800,000.

The work at Courtenay Bay is but the beginning of construction of what Mr. Chas. M. Hays and Mr. M. J. Butler said would be the model harbor of the Atlantic coast.

What do these Tories want—these people who jeered last night at the name of Dr. Pugsley, and some of whom were quite convulsed with mirth at mention of his name? They did not even seem to take note of the fact that Mr. Sifton did not deny either what Dr. Pugsley had done or what he will do hereafter.

These Tories would rather defeat Dr. Pugsley than see St. John become a great shipping port. They would sacrifice the city to gratify their political hatred of the man who swept New Brunswick in 1908, and who has since done so much for this constituency. There is the more reason that the friends of the winter port should rally to his support.

meats, fresh or refrigerated, per pound, entering Canada from the United States is three cents. It is proposed to reduce this to one and one-quarter cents. The duty on bacon and hams per pound is two cents, and this will be reduced to one and one-quarter cents. The duty on beef, salted, in barrels, is two cents per pound, and this will be reduced to one and one-quarter cents. The duty on other salted meats is two cents per pound, and this will be reduced to one and one-quarter cents. The Tories have been saying in the country districts that these duties had been wiped out altogether.

Liberal committees everywhere, in order to meet the false canvasses referred to here, should have copies of the blue book issued some time ago by the government of Canada, entitled "Tariff Relations Between the United States and the Dominion of Canada, Correspondence and Statements, 1911." This volume contains the tariff agreement in full, all the correspondence, and a complete official analysis of our entire trade with the United States.

Liberal canvassers everywhere should have an official copy of the proposed reciprocal free list, which includes fresh fruits, berries, butter, cheese, milk, cream, eggs, field and garden seeds, grain, timothy and clover seeds, cottonseed and other oil seeds, hay, straw, fresh, smoked, and salted fish, oysters, lobsters, fish oil, gypsum, salt, barbed wire fencing, cream separators and parts for repairs, rough sawn lumber, cattle, horses, swine, sheep and lambs, other live animals, poultry dead and alive, grains, potatoes, turnips, onions, cabbages and all other vegetables in their native state, and a great many other articles of the utmost importance to all classes of our population.

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INTERESTING GENERAL FARM POL

Useful Hints on Keeping a Woolen Rag Moistened with water and rubbed over the harness and rats from gnawing, for making a famous 12 year old blacking is: Three lines, two of white wax over a slow fire. Add black and one dram of lard and mix together, dissolved in the turpentine, black and indigo and apply thin, washing after leave a beautiful polish keeps the leather soft, shines and buggy top.

To keep wagon tires get some linseed oil, and with a brush or all the oil they will keep them from shrinking water out, and render durable.

A paper devoted to the dairy tells how to grease made wheel will endure from ten to twenty-five taken to use the right grease; but if this material, it will be used up. Lard should never be for it will penetrate the way out around the tire, thus spoiling the wheel, lubricator for wooden tor oil for iron hubs, patent axle greases are the best of being convenient to handle, should be applied to the axle to give it a slight coat, than more, for the work out at the end, the shoulder bars, as the hub around the spindle clean with a cloth of turpentine, and then of castor oil over the One teaspoonful is sufficient. Oil and place under roughly cleaning, all machinery with which the season.

Every farmer should following mixture on quarters, linseed oil one quart, kerosene one quart, turpentine one quart, to the kerosene. Coat tools wherever bright, or to lie idle, if only will take only a minute when one has finished, prevent all rust, and put time in cleaning it when the iron work of reapers with it when for the winter.

If you wish to keep them with your name with metal tallow or corn with a sharp point on it, being sure to the wax to the metal bars drops of nitric acid to remain for a few minutes with water. Clear off name will be found e so it will stay.

You can loosen a ring a red-hot poker on a screw is hot. It is removed with the screw.

WHAT THE SC The poverty or rich do not depend altogether plant food in the soil elements necessary to in the air; these cost remain. The first of out this element land, three are nitrogen, pot acid.

If one crop does not phosphoric acid, the a reserve force in the, it is tied up by natu

TO ERECT CEMENT IN ALBERT Company to E Hundred Men Capital \$1,00

Hillsboro, Aug. 31 have a great cement industry.

The New Brunswick Cement Company, Limited, with 000, is now organizing at once at the Albert the company, where be many hundreds of The aim of the company in readiness to for the great works of The industry will portance to the property state that the favorable in every part

RESULTS OF The drawing in church at Riverside, united as follows: 1. Ton of coal, wool, Blaine, Moncton; (10) 2. Cobler rocker, Moncton; ticket No. 3. Five dollars in town; ticket No. 01 4. Child's fur coat, New, New, King 4337. 5. Handworked table London, 82 88 6. Handworked coat Groulx, Dunsmuir; ticket No. 3290. 7. Pair lady's slippers Union street, St. J. 8. Hand-painted fir ladder, Moncton; ticket No. 9. Box of cigars, Moncton; ticket No. 10. Pipe, John Beaulieu; ticket No. 74

Reciprocity means in brief the privilege of selling all the products of Canadian farms, save wool, in the great border cities of the United States without payment of toll in the form of Customs taxation for the privilege.

When laying new matting cut each with six inches longer than necessary. Then travel the cords and tie the cords together. When the matting is taken up to be cleaned it cannot wavel out annoyingly and there is no waste.