DON'T MAKE ANY MISTAKE
127
Steam Laundry's
elephone Number.
delaide-st.W.
. MOFFATT, Mgr.

L—COMFORTING.
S COCOA
FAST—SUPPER.
h knowledge of the nat-
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ll Service Gazette.
th boiling water or milk.
kets by grocers, labeled
Co., Ltd., Homœopathic
London, England.

ENDERS.
, addressed to the under-
orsed "Tender for Post-
S.C.," will be received at
Friday, 19th October,
eral works required in
a Postoffice at Victoria,
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e of F. C. Gamble, Esq.,
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nk cheque, payable to
Minister of Public Works,
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each tender. This cheque
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nt does not bind itself to
st or any tender.
order,
E. F. E. ROY,
Secretary.
Public Works,
Sept., 1894.

OR STEEL RAILS.
s addressed to the under-
orsed "Tenders for Steel
received up to noon on
October next, for the sup-
50-lb. Steel Rails to be de-
F. on the Prince Edward
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Edward Island.
b Steel Rails to be de-
F. on the Intercolonial
arf at Richmond (Hali-
Scotia.
57-lb. Steel Rails to be de-
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er) wharf at Levis, op-
bec.
to be delivered in month
Conditions, Forms of Ten-
r information will be fur-
ation at this office, or at
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n, England.
order,
J. H. BALDERSON,
Secretary
ays and Canals,
August, 1894.

ER'S CANAL.
addressed to the under-
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," will be received at this
on Monday, the 15th Oc-
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he lowest or any tender.
. H. BALDERSON,
Secretary.
s and Canals,
Sept., 1894.

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ELECTRICITY
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& FITZSIMONS CO.
LTD.
STREET WEST
CES LOW.

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3907.
Yonge-st.

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"ADDIS" Tools.
TS in all Qualities.
OOL HANDLES AND
SLIPS.
HARDWARE CO.
E EAST.

A FIRE-EATING SENATOR

TELLS WHAT CANADA WOULD GAIN FROM CONTINENTAL UNION.

A Speech By Senator Anthony Higgins of Delaware, Delivered at the County Fair at Ogdensburgh on Friday, Sept. 21:

I have accepted your invitation here to-day to discuss the subject of our relations with our neighbors in Canada. Not only these relations, but also the interests of the people, both of Canada and the United States, and especially those of you who live along the northern border and engage in agricultural pursuits, have been acutely affected by the recent tariff legislation of the American Congress.

In common with all the States of the East, the farmer of New York can find no profit in growing products whose price is fixed in the foreign market, or that find any considerable part of their market abroad. Wheat, whose price is fixed at Liverpool, and which costs to raise twice as much as corn, though intrinsically worth twice as much, to-day is lower in price than corn, the use of which is almost entirely domestic and whose price is fixed at home.

The farmer of the treeless prairie of the west, of the Pacific Slope, of India and now of the Argentine has driven the farmer of the East out of the market for wheat. He can no longer produce it except at a loss. The Eastern farmer now puts his resources in crops that finally reach the market in the form of the produce of the domestic animal; in forage crops such as corn, oats, peas, hay and roots, that are marketed in the form of horses, beef or dairy products, or in poultry and eggs, vegetables, fruit, barley, hops and potatoes. In many of these products, as in hay for example, the Eastern farmer is protected against his Western competitor by distance and the cost of transportation. And by the markets thus secured to you in the articles I have already named, many of the men who now hear me have been enabled, not only to keep the wolf from the door, but even in these hard times to thrive.

The Canadian Farmer a Competitor.

To bring into your American market any competitor near at hand who can produce these articles of domestic consumption as cheaply as you do, tends directly to lower the prices you will receive. Still more will such a competitor lower prices if he can produce more cheaply than you can, while he reaches your markets as quickly and cheaply as you.

Mr. Joseph Nimmo, formerly chief of the Bureau of Statistics of the Treasury, in a recent address at Chautauqua, has computed that owing to the difference in the price of land and rate of wages, the cost of agricultural production in the State of New York is about 44 per cent. greater than in the Provinces of Ontario and Quebec, that the area of improved land in the State of New York is 16,000,000 acres, while in Ontario and Quebec it is 18,000,000 acres, and that except in the American counties along the St. Lawrence River, the lands in Ontario and Quebec are more fertile than in New York.

In the face of these facts, the recent tariff act has reduced the duty on hay $4 to $2 a ton, on potatoes from 25 to 15 cents a bushel, on eggs from 5 to 3 cents per dozen, horses and mules from $30 a head (or 31 1-2 per cent.) to 20 per centum ad valorem, butter and cheese from 6 to 4 cents per pound, beans from 40 cents per bushel (or 40 per cent.) to 20 per cent. ad valorem, barley from 30 cents per bushel (or 65 per cent.) to 30 per cent. ad valorem, hops from 15 to 8 cents per pound, or from 36 to 19 per cent. ad valorem.

Thus is the American farmer again subjected to the direct and sharp competition in the American market with the farmer of Canada, who, according to Mr. Nimmo, with wages 32 per cent. lower than are paid by the farmer of New York, and with land more fertile in quality and 36 per cent. cheaper in price than land in New York, can grow his products at a cost 44 per cent. less than the farmer of New York.

I am not here to-day to discuss the question of the profit or the loss that may come to the American farmer by the lower duties imposed by the recent act upon agricultural products, nor will I detain you even a moment by any consideration of the question as to whether cheap food to the consuming public is such a blessing that it is worth attaining, even at the cost of the further lowering of the scale of living of the American farmer. I have merely given you the facts of the reduction of duties, as constituting not so much a domestic policy as they do a far-reaching measure of foreign policy of the United States toward our Canadian neighbors.

Canada Cannot Thrive Without the U S.

Whatever may be your loss, certainly to them there will be a vast gain. Every cent of duty now removed is a present from the treasury of the United States to the Canadian farmer of that much money on all he may sell on the American market. Of course this is not true of wheat or other articles so internationally dealt in that the price is fixed abroad. But it is true of all products that can only be consumed near by the place of production, and therefore in the American market. For this reason, and because she is subject to the conditions incident to her as a part of this continent, Canada cannot thrive divorced from the American market. With that open to the products of her fields, her forests, her mines and her fisheries she will flourish and grow. Cut off from that market dependent upon what she can sell in England or elsewhere in Europe, she is shriveled and dwarfed and hopelessly handicapped in the race between the nations. As has been well pointed out by one of the greatest of living Englishmen, the adoption of the constitution of the United States was one of the greatest applications of free trade ever enacted. Extended since 1789 to the Gulf, the Rio Grande, the Pacific and the forty-ninth parallel, and now including Alaska, the people living under that Government already constitute the largest body of producers and consumers in the world, all exchanging their products with each other under a trade absolutely free from legislative restraints. Shut out from the rest of the world, by distance, for her products requiring a nearby market, and shut out from the United States, by reason of her being a separate nation, Canada has shared in but a measureable degree in that prosperity which has marked the development of the United States. Had the treaty of American independence of 1785 included Canada within the borders of the United States, Canada today would have instead of five millions a population of fifteen millions or more. Her great resources would not remain undeveloped; her fertile farms would not sell at 36 per cent. lower than American farms; her wages would not be 32 per cent. lower than American wages. She would have her equal share in our manufacturing development. She would have forever our market for her fish, while her sailors and shipbuilders would participate on equal terms in our coasting trade.

The Heredity of Institution.

All this and more would Canada have and enjoy if she did not prefer to put it aside for the sake of maintaining the British connection. It is an interesting example of the heredity of institutions and of a people clinging to their allegiance at the price of their prosperity. I admire the patriotic spirit it manifests. I yield to none in my admiration for the feeling that leads men to adhere to the institutions and allegiance in which they were born, but it may become almost an unmixed misfortune where it is misplaced, where it bars the way of a people to prosperity, and keeps over a continent the threat of war.

While the lowering of American duties on Canadian products will doubtless be of advantage to Canada, such advantage will be of doubtful value to her, because it will be but temporary, and, indeed, of short duration.

The Elgin reciprocity treaty, which made free trade between the two countries in their natural products for a period of 10 years, was promptly abrogated by the direction of the Congress of the U.S., in March, 1864, on the first day possible under the terms of the treaty. Such a treaty will never again be ratified by the United States Senate, nor meet the approval of the American people.

Such a treaty, with the addition of a large list of articles of manufacture, was tendered by Canada in 1874 to President Grant, who sent it to the Senate for its advice, and the Senate advised against it.

No Reciprocity.

The idea of a policy, even temporary, of reciprocity between the two countries based upon any treaty will prove to be illusory. The obstacles to it are structural and fundamental. In 1892 the Canadian Government sent representatives to Washington to confer about such a treaty. Their offer for reciprocity in natural products alone was declined by Mr. Blaine. Only a treaty that would include the manufactures of the two countries would be even considered, and when the Canadian representatives learned that the United States insisted that free trade in manufactures between the two countries should not be shared by Great Britain they promptly terminated the conference.

No people can be assured of the stability of any prosperity that rests upon the vicissitudes of the legislation of a foreign Government, and Canada can have no assurance that the American legislation of 1894 will stand more than four years longer. In fact, only in continental unity, in the union of the people of Canada with the United States as equal states under our Federal constitution, can Canada be assured the right to fully share in our markets, and only by continental unity can all the outstanding differences and troubles be settled that arise inevitably out of the continent being divided as it now is. By this means only can each Government be secured in its revenue against smuggling from the other.

Only by unity can the continent be secured against the Chinese invasion. The United States have upon the fullest deliberation adopted the policy of Chinese exclusion. On no subject do our people have a deeper feeling. We rigidly exclude all convicts, Anarchists and paupers, and there is a strong disposition to extend the exclusion against the lower order of European immigration. But every reason obtains against the further irruption of the Chinese. We want no new taint in the blood. We have suffered enough cost in the one we have not to deliberately create another, and yet, while we exclude the Chinese, Canada welcomes them to British Columbia. It is not merely that they are thence smuggled over our border, but the serious matter is that Canada is deliberately planting them on her soil, with no limit imposed on their numbers and with the interests of the steamship companies to transport them from China. Against this grave threat on our welfare we have not even the right to protest, let alone prevent.

The Fisheries Question.

An old and outstanding difference is the fisheries question. The Canadians claim that under the treaty of 1818 American fishermen have no right to land on Canadian shores for any purpose except to obtain wood, water, shelter or to repair damages; that they have no right to land to obtain bait, seines, supplies or outfit, or to transmit their catch to United States ports. To enjoy these rights they now compel our fishermen to pay $1.50 per ton per annum on the tonnage of their vessels. They denied to our fishermen the commonest rights of hospitality, until this modus vivendi or temporary arrangement was made, though every right is accorded to Canadian vessels in our ports. Their object was to compel the United States to admit their fresh fish into our markets free, and this the Tariff act gives to them without getting any equivalent for our fishermen in return.

Another difference arises out of the agreement of the treaty of Washington of 1871, whereby each country gave to the citizens of the other equal privileges in the use of its canals. Despite this agreement, the Canadian Government allowed a rebate of 18 cents a ton on the tolls for all grain shipped to Montreal, to the advantage of that port and to the prejudice of American ports and canals. Against this discrimination President Harrison protested, and finally in retaliation applied like discriminating duties upon all Canadian vessels passing through the Sault Ste. Marie Canal.

The Canadian Government are expecting in a short time to complete their own parallel canal at the Sault Ste. Marie, and so they continue their discriminations on the Welland Canal to Montreal, feeling they can disregard the American retaliation.

If Canada Were Annexed.

If Canada had been a part of the United States we would have had no question as to the seal fisheries. No sealing vessels went out from American ports. Only from British Columbia was this raid of poachers made. At the instance of Canada the satisfactory arrangement which Lord Salisbury was willing to enter into was overthrown, and we foolishly, and, I think, weakly, entered into an arbitration, when we should have simply asserted and maintained our property right in the seals. That right would have been admitted by Great Britain without war, and a new and salutary principle of law would have been established. As it is the seals are doomed to a speedy destruction by poachers on the Pacific Ocean and outside of Behring Sea.

But these questions, though important relatively, are trivial when compared with that of the encroachments of Canadian railways, and particularly the Canadian Pacific Railway, upon the internal carrying trade of the United States, as well as upon our commerce on both the Pacific and Atlantic Oceans.

From the days of our first Congress, under the constitution of the United States not a pound of freight in our coastwise commerce can be carried on other than American bottoms, and this requiring a nearby market, and shut out from the United States, by reason of her being a separate nation, Canada has shared in but a measureable degree in that prosperity which has marked the development of the United States. Had the treaty of American independence of 1785 included Canada within the borders of the United States, Canada today would have instead of five millions a population of fifteen millions or more. Her great resources would not remain undeveloped; her fertile farms would not sell at 36 per cent. lower than American farms; her wages would not be 32 per cent. lower than American wages. She would have her equal share in our manufacturing development. She would have forever our market for her fish, while her sailors and shipbuilders would participate on equal terms in our coasting trade.

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nation could not then have dreamed the use to which that statute and Treasury regulation would be put by the Canadian Pacific Railway now. No one would have believed that a foreign corporation would have the audacity to undermine the settled policy of this Imperial Republic, draw to itself a controlling share of our transcontinental and internal railway commerce, and by subsidized lines of steamers divert the importation of goods destined to interior American points, from New York to Boston or Philadelphia to Montreal, and finally wrest from us our control of the commerce of the Pacific Coast with the Orient and Australia. And yet all that has been done; or is in the course of being done.

The Canadian Pacific Railway.

The Canadian Pacific, by its connecting lines of steamers from Vancouver to Portland and San Francisco, by its connecting lines of American railways to St. Paul Chicago, Cincinnati, St. Louis, Denver, Boston and New York, is absorbing a colossal share of the commerce of the continent. Not able to earn its axle grease by Canadian traffic it can afford always to undcrbid its American competitors, for however low may be the rate it has to make to secure the business, it is that much better than nothing for their railroad.

The American railways, especially those going to the Pacific, under this relentless competition, while held as in a vise by the long and short haul and anti-pooling clauses of the Inter-State Commerce Act, are fast becoming bankrupted, and American investments are being destroyed.

It would be bad enough if this were all. But the Canadian Pacific Railway is not so much a commercial as a political enterprise. It was built to help bind together the disjointed members of the Canadian Confederation and help hold them in fealty to the British Empire. It is a link in the military and naval cordon with which the United States has been surrounded.

In one way only, I repeat, can all these questions be settled and permanently disposed of, and that is by continental unity. There would be no such questions, they could never arise, if men had not put asunder what God had joined together, if, at the peace of 1783, though the instigation of Vergennes and against the protests of Franklin, the unity given to the continent by Wolf and Chatham, and won in part by the sacrifices and valor of the colonists, had not been destroyed.

The peculiar interests of Canada in such a settlement are far greater than those of the United States.

Causes of Complaint.

All the matters to which I have alluded as causes of complaint to the United States are at their worst to us, but annoyances in the present, or threats for the future, they cannot check, even for an instant, the majestic flow of our imperial prosperity. That, in turn, rests upon the magnitude of our empire, of its solidarity and its resources. Canada can prosper only as she shares in the prosperity of her own continent, and participates fully in its market, the market of the American union.

British allegiance is dear to her heart, but it comes more dear to her pocket. And all the devices of men, Dominion Confederations, Pacific and other subsidized railway and steamship lines, will in vain seek to overcome the original mistake—the mistake that comes from violating the law of nature. The four distinct sections of the Dominion—the Maritime Provinces, Quebec and Ontario, the Northwestern Provinces and British Columbia—cannot trade with one another with profit, because of the distance between each other that time can never overcome, and because their products are the same. The natural trade of each is with the part of the United States adjacent to them.

The Elgin treaty threw down the barriers between them and this trade. Its abrogation put them under the Morrill tariff. The McKinley tariff raised them still higher. The Wilson-Gorman tariff lowers them somewhat. But Canada builds but on the sands, and no Canadian can be sure of his investment in farm, factory or mine, until he is made sure of the American market by coming under the protecting aegis of the constitution of the United States.

The interest of the United States in the union with them of Canada is not so much one peculiar to them as one which they share in common with Canada. It is true the prosperity of Canada, developed as it would be when united with us, would augment our prosperity, widen our market, and particularly would furnish an outlet for our western migration, now no longer with land left for homesteading.

British Gunboats on the Lakes

The process of appropriating the continent to the uses of civilized man will not be complete until the occupancy of its plains for farms has rolled up to and even beyond the Peace River of the far north, and until American homes shall stretch in unbroken chain from Seattle and Tacoma to Alaska. But the statesmen and people of Canada may as well realize first as last that the American people will not be content to contribute to that development under the British flag. The imperious necessity which forbids is nothing less than the preservation of peace upon the continent demanded, alike in the interest of both peoples.

Four years of war, a half million of precious lives, two million persons maimed by wounds or disease, and eight thousand millions of dollars, was the price we paid, and freely paid, that a strong power, both military and civil, should not be established on the south of the American Union. Such a power cannot grow up on our North, and not ultimately bring war, and not proximately bring preparation for war.

The British Government might as well know that the American people resent Halifax and Bermuda and Kingston and Esquimalt. They are not blind to the fact that with the deepening of Canadian canals, British gunboats can at any time within a few days and in anticipation of a declaration of war be put on the great lakes, and hold our cities there to ransom or devastation. To-day we are in the process of the construction of a fleet of not less than fifteen battleships on the Atlantic coast and ten on the Pacific coast, and they are being built not in apprehension of France or Germany or Austria or Russia or Italy, nor would they be built even on account of Great Britain, if Great Britain were not in the act of maintaining herself as a dominant power on this continent, if her military establishments on the islands and continent of America, backed by her vast naval force everywhere, did not for this nation and people constitute a distinct menace.

Indifference to Canada

It was to prevent the extension and completion of this military and naval cordon around us that the Americans arose in their wrath at the threatened abandonment of their interests in Hawaii.

For Canada as a nation of 5,000,000 of people we have a feeling of neighborly amiability and indifference. For Canada as a nation of 20,000,000 or 50,000,000, backed by the power and interlaced in interest with the British Empire, we should have, to say the least, a different feeling.

The American people, ever since their independence, except during the war with England in 1812, have given to these questions but the slightest consideration. We have been preoccupied with our domestic affairs. We have been absorbed during all that time in a profound self-contemplation. The adoption of the Constitution, its inauguration as a government, the acquisition of Louisiana, Florida and the Mexican territory, the peaceful settlement by our people of this vast domain; the conflict between the sections, growing out of slavery; the settlement of the federal character of the general Government, the war of the rebellion, the reconstruction of the Union, and economic questions have been problems large enough and continuous enough to hold the undivided attention of the American people. Stretching now from ocean to ocean, and from lakes to gulf, over a continent almost fully subdued to the uses of man, and with the great questions of constitutional construction and of a merely domestic and internal character nearly or quite settled, Americans are beginning to realize the character and limitations of those problems yet remaining unsettled and which deeply affect the welfare of their continent and their race. They believe that the continent north of Mexico, with a population practically homogeneous and assimilated, with all the islands of the sea appurtenant thereto, should be under one government.

Look Upon Us As a Brother.

They neither wish nor intend that this result shall be brought about by force of arms. As neighbors and brethren, not as enemies, do they look upon the people of Canada. Children of a common civilization and heirs with them of a common destiny, we believe that both should receive their full fruition in a common government, and that the primary and peaceful forces inherent in natural causes should be allowed full sway to bring about this desired result. Not by war, but by the forces of peace will unity come. The deceitful illusion held out by the lowered duties of the recent tariff act will not betray Canadians into the hope that, while remaining a separate people, they will have free access to our markets—whether for field, forest or mine. Both peoples will realize that all bickerings between them should cease, and that the great schism in feeling between the two branches of the English-speaking race will be healed, when they shall be left to work out their destiny upon the continent free from entanglement with the interests, the influences or the conflicts of Europe. Then, however, war may rage elsewhere, this continent, Canadian and American alike, will forever enjoy the twin blessings of prosperity and peace.

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indeed is he whose blood is poor, who has lost his appetite and his flesh and seems to be in a rapid decline; but
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can make it rich again by restoring appetite, flesh and rich blood, and so giving him energy and perfect physical life, cures Coughs, Colds, Consumption, Scrofula and Bronchitis. IT IS ALMOST AS PALATABLE AS MILK.
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IMITATORS
Cannot steal names, that is where they stop! So be sure and ask for
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SINGLE TRIPS
Commencing Monday, Oct. 8th
STR. CHICORA
Will leave Yonge-street Wharf at 2 p.m. for Niagara, Queenston and Lewiston—arrive in Toronto 10.30 a.m. Last trip of season Saturday, Oct. 13th.
JOHN FOY, Manager.

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Shortest and most convenient route to London. No transfer by tender. No tidal delays. Close connection at Southampton for Havre and Paris by special fast twin-screw channel steamers. Steerage at low rates.
New York..Oct. 10, 11 a.m. | Berlin...Oct. 24, 11 a.m.
Paris....Oct. 17, 11 a.m. | New York Oct 31, 11 a.m.
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Waesland.....Wednesday, Oct. 10, 1.30 p.m.
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DETROIT	FOR	$4 00
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WESTERN EXCURSIONS.
On October 4th, 5th and 6th,
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DETROIT and PORT HURON	$4 00
CLEVELAND	6 50
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GRAND RAPIDS	8 00
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The direct route between the west and all points on the Lower St. Lawrence and Baie des Chaleur, Province of Quebec, also for New Brunswick, Nova Scotia, Prince Edward and Cape Breton Islands, Newfoundland and St. Pierre.
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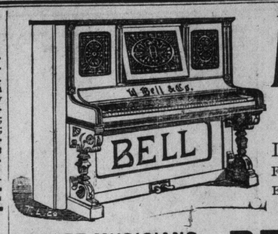

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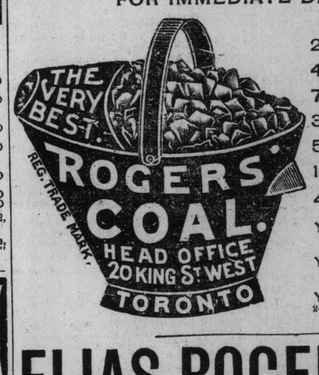

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