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RECIPROCITY BOOM IN NEW ENGLAND

How Reciprocity Appeals to Our American Cousins.---Congressman Foss Elected by an Overwhelming Majority on the Reciprocity Platform,---Would Take Down the Tariff Wall Whether Canada Does or Not.

Now that the air seems to be impregnated with "Reciprocity" ozone and rumors are flying around as to future meetings of the great Canadian and American political leaders to discuss the question, it will be interesting to Canadians to know just what the American idea of the reciprocity policy embodies and where this policy had its origin on the other side of the border, says the Boston correspondent of an exchange.

New England was undoubtedly the storm centre of "Reciprocity," and Eugene N. Foss, Democratic Congressman for the 14th District of Massachusetts, is its apostle. It was on the wave of "Reciprocity" that Mr. Foss sailed into the port of victory last spring. He is one of those dogged individuals who never know when they are beaten, and ultimately come out on top. Born in West Berkshire, Massachusetts in 1858, he became a commercial traveller in 1879, and moved to Boston in 1882. Becoming treasurer and general manager of the B. F. Sturtevant Company in 1890, he entered the political arena in 1902 and was defeated for Congress in the 11th District of the State on the Republican ticket. Nothing daunted, he again ran for Congress in the same district and was again defeated. In 1909 he denounced Republicanism and was an unsuccessful candidate for Lieutenant-Governor of the State on the Democratic ticket.

ELECTED ON "CANADA" SLOGAN

A few months ago Mr. Foss once more became a candidate for Congress on the Democratic ticket, and was elected by an overwhelming majority. "Reciprocity with Canada" was his slogan and it carried him to victory.

During an eight months' residenge in the New England States, I took an intense interest in the "Reciprocity" movement, which was gaining much headway. During that time I interviewed Mr. Foss, as the leader of the movement, and also heard him outline his policy at numerous public meetings, and the way in which he denounced the Payne-Aldrich Act must have been particularly edifying to Senator Henry Cabot Lodge, the man who, next to Senator Aldrich, was more responsible than anyone else for the outrageously high duties on cottons and woollens. Mr. Foss told me that Senator Lodge made only one speech in his (Foss') district. If he had made another, he said, his (Foss') majority would have been 10,000 instead of 5,000 and while Lodge and Aldrich claimed that the Payne-Aldrich tariff was drawn in the interests of New England, and chuckled over the thought that they had given New England more than she was entitled to, the people of the 14th District, a typically New England district, repudiated flatly the Aldrich Act and pronounced it unfair, injust and inequitable.

TREAT CANADA DECENTLY.

"What about reciprocity with Canada?" I asked Mr. Foss.

"Reciprocity," he repeated, warming to the subject, "Well, this election in the 14th District means that the people are tired of the Aldrich Bill. It is a demand of Massachusetts and all New England for free raw material, untaxed food products and wider markets. It is a demand that we treat Canada decently and that we take down our tariff wall against her.

"I would go so far as to say that we should do this whether Canada lowered hers or not. We are the sufferers. We need her lumber, her coal and iron, her wheat, her wood pulp, her other products. Would it injure a single American industry or interest if trade flowed as freely over this imaginary boundary line as it does between the great states of this nation? I say no! it would not!

"Take down the tariff walls between the United States and Canada, and let trade pass as unhindered as between the several states, and we shall see big transportation lines built up running north and south, from the Gulf of Mexico to Hudson's Bay,"

THIRD BEST CUSTOMER.

Mr. Foss endeavored to impress upon me that the United States would benefit by reciprocity more than Canada.

"Remember," he said, "Canada is our third best customer, and in the years that are to come, as she develops, she will be our greatest customer. It is a wonderful country, in area larger than the United States including Alaska. We need broader markets and we cannot hope to obtain them by using a club. That is not the way to secure a good and permanent customer. The first step in securing relief for the people is to negotiate a reciprocal treaty with Canada. This does not in the slightest degree imperil a single American industry. We next must take the duty off the necessaries of life and let in our raw materials free."

Such are the views of Congressman Eugene N. Foss, the New England Apostle of "Reciprocity" and his enthusiasm is so infectious that the "new religion" regarding Canada is spreading throughout the land, perhaps a little late, but showing beyond a doubt that the "few acres of ice and snow," are looming up large in the American vision as a beautiful garden of plenty, the inhabitants of which must be supplied, in a certain measure at least, from the great storehouses of Uncle Sam, and in return send the products of her great forests and streams across the line.

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Baptist Quarterly Meeting Held at Inglisville

A very helpful gathering of the Annapolis Co., District Meeting of the Baptist churches, met in quarterly session with the Inglisville section of the Lawrencetown church, of which Rev. H. G. Mellick is the esteemed pastor, on Monday and Tuesday Oct. 17th. and 18th, convening on Monday at 3.30 p.m. From the first meeting, led by Pastor Mellick, to the closing one on Tuesday evening led by Pastor L. F. Wallace, there was a manifest rising of the tide of Spiritual power, until all present found themselves in the enjoyment of the blessings of "Higher Ground."

Encouraging reports were heard from the six churches represented: Lawrencetown, Paradise-Clarence, Bridgetown, Nictaux, Upper Wilmot and Springfield. The only note of regret sounded was at the dearth of conversions reported,—only two baptisms on Pastor Smith's field.

"A half hour with the Bible" was greatly enjoyed by those present, given by Pastor H. B. Smith, based upon the conversation between Jesus and the Samaritan woman as found in John IV.

In the afternoon a discussion was opened by the writer in answer to the question: "Why do we not have more conversions?" which was participated in by Rev. J. H. Balcom, Pastor H. G. Mellick, Brother S. N. Jackson of Clarence, Pastor C. H. Haverstock, Deacon Morse of Nictaux and Rev. Mr. Hartt, Methodist minister of Lawrencetown. Every one enjoyed having Brother Hartt present and appreciated very greatly his practical, sympathetic remarks.

The sermons were preached by Pastor Haverstock of Nictaux from Luke XIV: 10, "Friend go up higher," and Pastor McLaren of Springfield from Rom. V:1 "Being therefore justified by faith." etc. and proved stimulating and strengthening in a very marked degree.

A profitable session of the W. M. A. S. was led by Mrs. Mellick, and encouraging addresses were given by Mrs. McLaren of Springfield and Mrs MacPherson of Lawrencetown.

These exercises brought our quarterly to a close to meet in its winter session at Centrelea.

N. A. MACNEILL,
Sec'y, pro. tem.

Halifax Old Home Week

(Halifax Herald.)

The public meeting tonight at the board of trade rooms promises to be one of lively interest to citizens. During the past week or ten days many valuable suggestions have been made regarding the big celebration proposed for next year. The events of the program have yet to be decided upon and arranged and the committee will have the following suggestions received from several sources to choose from:—

Opening of parliamentary memorial tower, erected by Canadian club, if possible by the Duke of Connaught.
Old home week or celebration.
Aviation meet.
Labor Day celebration, Sept. 4th.
Regatta, perhaps two—open to the world—on harbor and North West Arm.
Yacht club race day.
Firemens' tournament:
Naval Review.
Military Review—all the troops in Nova Scotia.
Grand attack on the city's lines of defense.
Illuminations; city, harbor and residences.
Dartmouth Natal day—with regatta on lakes, etc.
Athletic championship tournament.
63rd Rifles jubilee celebration.
Provincial exhibition with special attractions before the grand stand.
A marathon race.
A made-in-Halifax exhibition.
A big day in the city churches with addresses by ex-Haligonians.
Harbor excursions.
A week of celebrations in all Nova Scotian towns.
A maritime golf club tournament.
Visits to the industries of Halifax.
A week of horse racing, open to all Canadian and United States horses

Our New Lieut.-Governor

(Halifax Herald)

As announced in these columns, the Honourable James D. MacGregor is the new lieutenant-governor of Nova Scotia. The selection has been made not without care and certainly not without anxiety and much consultation. The government trusted "the party" and the party carefully considered the demands of certain ambitious partizans, as well as the "fitness of things." We are sure that in the circumstances a better selection could not have been made.

Personally, Hon. J. D. MacGregor is a man of stainless reputation. His record in politics is well understood and is consistent. He has been a strong-party man, unsparing in his efforts to win every day in Pictou county and wherever his influence extended. He belongs to the school of which the late Senator James William Carmichael was the trusted and worthy leader.

Of course the senator was an active anti-confederate, but that is an old story; he was a free trader, but that is also a story decidedly out of date. He is, and has been, all his life, a successful business man; no orator, no blooming philosopher; never forgetful of his friends. He does not even remotely fill the place as a man of popular address and rhetorical grace and power so marked in his lamented predecessor; but he possesses qualities that doubtless justify his appointment to the distinguished office to which he has been called.

The Herald is well assured that Senator MacGregor was not in any sense a candidate for the lieutenant governorship, and is quite certain that he will in no sense reflect discredit on the position.

The succession of native Canadians to the governorship has been as follows: Hon. Judge Johnston, Hon. Joseph Howe, A. W. MacLellan, Sir A. G. Archibald, Matthew Richey, Sir M.B. Daly, A. G. Jones, D. C. Fraser, Senator MacGregor, all men of high character and standing.

We have no doubt Governor MacGregor will in all respects occupy the important and conspicuous position of governor with credit to himself and advantage to the country.

Governor Sworn In

With formal and dignified ceremony Hon. James Drummond MacGregor, of New Glasgow, was sworn in as Lieutenant-Governor of the Province. Friday morning at eleven o'clock.

Springhill Police are on the Trail

SPRINGHILL MINES, Oct. 16.—Today witnessed the first blood shed since the beginning of the long strike Daniel McKay, aged 20, while on his way home was stabbed in the back by an Italian. While McKay was receiving medical treatment at the Crescent Club rooms, another young man, George Crummie, was brought in suffering from a pistol shot in the face. The assailant of these men has not as yet been captured.

Daniel McKay, with a companion of his own age, while homeward bound to his residence on Clarence Street, between eleven and twelve o'clock this morning was approached by an Italian. McKay and the Italian held a short controversy, during which McKay felt a sharp blow on his back and turning about saw the Italian fleeing. Shortly afterwards it was discovered that McKay had been stabbed in the back.

The two companions at once set out for medical aid, but through McKay's weakness were unable to proceed further than the Crescent Club rooms, Dr. Murray being summoned, ordered the wounded man to be taken to the hospital. On examination, the stab wound proved to be about one inch long, and to have penetrated his lung. McKay passed a restless night at the hospital.

While McKay's wounds were being attended to, Frank Crummie was brought in suffering from a pistol wound. Crummie relates that while proceeding to town and in the vicinity of No. 2 gate, he drew near to striker, and an Italian, who were engaged in a heated argument. The Italian drew a revolver and fired five shots. One of these shots pierced Crummie's cheek.

Death of a Former Pastor of Bridgetown Baptist Church

Rev. F.M. Young, who went to Boston for medical treatment, was operated on in the Baptist Hospital in Brookline on Tuesday last, his malady being gall-stones. The operation was apparently successful, but the information conveying this news to his family was followed a few hours later by a telegram announcing his death.

Mr. Young was born in St. George, N. B., and was educated at the University of New Brunswick, afterward taking a theological course at Newton Theological Seminary, where he received the title of B.D. One of his successful pastorates was in Bridgetown and several of his children were born here. He was twice married, his second marriage taking place during his stay here, and had five children by the first marriage and two by the second, all of whom with his widow survive him. He is also survived by a brother in St. John and a sister, Mrs. Lynott, of Richibucto.

After leaving Bridgetown some ten years ago he went to Parrsboro, where he held the pastorate at the time of his death. The body was brought to Parrsboro on Monday, but interment will take place, probably today, at St. George, in the family lot.

Mrs. Young and his daughter, Rita, were with him at the time of his death and accompanied the body home. The medical examiners at the Hospital were of the opinion that he had been ill for some time and only determined effort and strong endurance had enabled him to continue at his work. He was in his fifty-fifth year.

Hardly a year has passed but he has visited old friends in Bridgetown, keeping in touch with the interests of his former congregation and friends, all of whom will deeply regret to learn of his demise.

S. S. Niobe, New Government Cruiser Reaches Halifax

Halifax, Oct. 21.—The Canadian cruiser Niobe, arrived early Thursday afternoon. The flagship was met at the mouth of the harbor by the Canada on which were Hon. Mr. Brodeur, minister of marine and fisheries, Deputy Minister Johnston, Governor MacGregor, Mayor Chisholm, General Drury, D. McGillivary, George E. Boak and the special government committee. Admiral Kingsmill hoisted his flag on her before she entered the harbor. Governor MacGregor presented the plate to the ship's officers and Mayor Chisholm presented an address on behalf of the city.

BLUE MONDAY.

Look a-here Mary Ann,
You stop your complainin'
I know it's a-rainin'
As hard as it can.
But what are you gainin'?
Is't th' Lord you are trainin'?
Well—He ain't explainin'
His reasons to man!

Look a-here Emmy Lou,
I know it's a Monday,
But in six days comes Sunday,
So quit bein' blue!
You'd think by the whinin'
There warn't no bright linin.'
Wasn't yesterday shinin'?
Ain't Zeb courtin' you'?

Life's chock full o' Sundays
To make up for Mondays!
Emmy Lou—Mary Ann,
Jes' you smile while you can!
—Jean Dwight Franklin, in Harper's.

STEAMER FOUNDERED OFF ST. JOHN'S, NFLD.

Sydney, Oct. 24—News reached here tonight of the foundering of the steamer Regulus, Capt. Wakeham, off St. John's, Nfld., on Sunday night, during a heavy storm, with all hands lost.

The Regulus was 1,367 register, and 859 net tonnage, and was owned by Harvey and company, of St. John's, Nfld., where she was registered. She carried a crew of about twenty-three, and was built in England thirty-two years ago.

EDMONTON AND CALGARY

The Rival Cities of the Western Prairie.--New Parliament Buildings in Edmonton to Cost Two Million Dollars.--Wonderful Fertility of the Prairie Soil.--Town of Calder, Named for Former Annapolis County Man

(Continued from previous issue)

On our return trip from Victoria, B. C., we intended crossing the mountains by the Crow's Nest Pass, but the great forest fires now raging in Idaho and Washington States had so filled British Columbia with smoke that it was impossible to see anything beyond the railroad fences, and the whole scenery was shut off and quite as obscure as if in a Bay of Fundy fog. It was so dense that the little lake steamers in British Columbia were obliged to use their search-lights throughout the whole day. We therefore crossed the mountains by the main line to Calgary and from there took advantage of the Excursion, offered by the C. P. R. to go to Edmonton, one hundred and ninety-five miles north, thence to Saskatchewan, three hundred and seventy miles east, then south and east through Saskatchewan and Manitoba to Winnipeg, five hundred and thirty miles or about eleven hundred miles in all.

The C. P. R. are so anxious for vistors to see this great expanse of new country that this side trip off the main line is given us for $6.75 additional.

The railroad from Calgary north to Edmonton is one of the first branches built, and a very important one. Three daily express trains run each way between these two cities and give ample accommodation to the travelling public. The route is very little less than the D. A. R. line, from Halifax to Yarmouth and there are not as many people along it as along our line yet they seem to be better provided with train accommodation.

Leaving Calgary and proceeding north we soon run beyond the arid and parched sand-hills of that vicinity and pass into a much improved section of rolling prairie. The hills are low and heavily swarded and seem for the most part quite green compared with those on the main line of the C.P.R. east of Calgary or toward Medicine Hat.

Our first stop is at Airdrie, a small station with the usual agricultural implement shop and lumber yard. Twenty miles further on and through some good wheat fields we reach Carstairs, a smart little town with five large elevators by the station and three churches quite near, This is where Dr. Robinson, of Annapolis, came a few years ago. That was at the time of its beginning. It has now grown to quite a busy town and judging by the many two-horse teams hitched along the business front, it is quite an important station.

We have now passed quite beyond Alberta. The dry, rainless regions of Southern Alberta and the whole view from the rear of the train has changed and we see east, west and south for twenty miles or more, the rolling prairies with large fields of wheat and oats. Some has been cut and stands in stooks. Some is still quite green. Again we pass by many acres just plowed; the soil, intensely black after a recent rain, is smooth stoneless and looks very fertile. In some places the winter wheat has been sown and many acres are seen with the 1911 crop about two inches high. The homes are very scattering. We pass some with quite nice farm buildings but the typical prairie shack still predominates.

Farther on we pass some potato fields that are black, having been already killed by the frost(Sept. 3.) My seat companion, an Edmonton man, tells me the frost occurred last week and was quite heavy in some sections but had not affected the Edmonton crops. Nature had however compromised matters with them and given them a snow storm (Aug. 28.) instead, which had not done any serious injury but it being Exhibition week with them had made the footing particularly sticky.

At the small stations we drop many milk cans that have come from Calgary and we notice lots of cattle along the track grazing in the best of feed. Passing Didsbury, Olds and Innisfall (all as large or larger than Bridgetown, but very different in appearance, from the absence of trees of any size,) we reach Red Deer, half way between Calgary and Edmonton. The town has a population of nearly 2000 and is an important grain shipping depot. They have also several industries, a brick yard, concrete works and a creamery or two. The town is situated on a river by the same name and the river marks the boundary between Southern and Central Alberta.

Every station on this line has a number of elevators indicating a good grain growing region and as the cultivated lands here extend forty to sixty miles back from each side of the track and all the grain must be brought to these stations for shipment we can easily see that every station is very busy at harvest season. It is as if our whole valley from Bridgetown to Wolfville had to haul their fruit to our Bridgetown station for shipment, for every station here must be an outlet for that extent of country. It is this continual sea of rolling plains all alike and equally capable of cultivation and production at centre, circumference or any of its four corners that impresses itself on one that has just passed from the limited valleys of British Columbia or been accustomed to our limited

(Continued on page 4.)

Of Interest to Both

husband and wife is the savings bank book. Every entry in it means a step toward independence and a comfortable old age.

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