

how which the hon. gentlemen are still keeping up.

The country was told that the horses were spavined, diseased and broken down and were brought here only to help a racing promoter in St. John. His information was that the very best results possible were according to the farmers who had been fortunate enough to become possessed of those horses, and rather strange to say, one horse against which the most abundant evidence had been furnished was thought so highly of by the Kentucky breeders, that they had come to this province and had bought back that horse at a highly satisfactory price.

The Jordan Sanitarium.

He felt sure everybody in the province was greatly pleased with the magnificent gift by Mrs. Jordan of her beautiful and valuable property at River Glade for a sanitarium. The ravages of the dread disease tuberculosis had been very great and the government of this province would be pleased in making liberal provision for carrying on the work which had been so generously started by that estimable lady.

The Valley Railway.

The question of the construction of a railway along the valley of the River St. John had been much discussed and had been made the sport and football of politicians for many years. When the proposal was made by the Federal government to construct another transcontinental line, the people of the valley of the St. John fondly imagined that their hopes were at last to be realized, and their reasonable demands for the railway accommodation at last acknowledged.

But they were awakened rudely from their present imagining and were given a severe jolt, when they learned that the government had chosen the central route.

Vigorous protests were made at Ottawa by the representatives of the people and a new survey was ordered. Whether that survey was conducted in good faith or not, he had no means of knowing, but he had a very strong idea that political pressure, more than engineering difficulties decided the question. Mark the reason for the selection of the central route, namely, that the cost of construction would be considerably less than the Valley route.

The building of the Central route had cost up to the present time about \$20,000 per mile, and that was not the cost of the Transcontinental, that could not be constructed down the St. John Valley because of the excessive cost of the latter. If the central route has cost the country \$60,000 per mile to build, what was the estimated cost

by the Federal government of the line by St. John Valley?

In 1907, the then premier of the province, and present minister of public works in the Federal government, prepared and carried through this House, legislation providing a guarantee of bonds to an extent of \$15,000 per mile for a road from Centreville, in Carleton county, to St. John or Westfield, on the line of the Canadian Pacific Railway.

No company, however, would undertake the work on the proposed terms, and the matter remained in abeyance, so far as the legislature was concerned until last year. Then the premier of Canada and the minister of public works made a proposition to the effect that if the government of this province would secure the building of a road of superior class, with grades not to exceed those of the G. T. P., with construction equal to the Transcontinental, laid with eight pound rails, with an initial equipment of rolling stock, the Federal government would take over and operate such a road as a part of the Intercolonial system and pay this province forty per cent. of the gross earnings.

A Pugley Bunco Game.

Now what did such an offer as that mean? It meant that a company would be required to build the road for the amount of the guaranteed bonds \$25,000 per mile, plus the Dominion subsidy of \$6,400 per mile, a total of \$31,400 per mile. This was the same road that the Transcontinental because of its expensive character. It was not a business-like proposition, but only another of G. W. Williams' bunco games he had often played, and with such success in this province.

The minister of public works in order to balk the building of the valley road, had imposed a condition with which it was impossible to comply and his emissary chosen to deliver the ultimatum is F. B. Carvell, M. P. for Carleton, who has not failed on every possible occasion to minimize and belittle the honest efforts of the Hazen administration to forward the construction of that railway.

The opposition press of the province had been crying that the local government had been guilty of delay in this matter but those who followed the debate on the valley railway bill last session well remembered the hostility and bitterness displayed by the gentleman opposite. Every possible means were used to throw discredit upon the proposal and prevent its carrying. The leader of the opposition and every one of his colleagues strenuously opposed the passing of the bill.

Mr. Sproul continued to show that the obstructions and obstacles to the project had always come from the opposition and that the Hon. Mr. Carvell's representation, passing to the consideration of N. B. Coal and Railway affairs and was so engaged when the House took recess at 6 o'clock.

Territorial Revenue.

On resuming the debate at 8 o'clock Mr. Sproul said the expansion of territorial revenue was one of the subjects in the speech which gave their friends opposite a lot of trouble. He did not say that the Hon. Mr. Carvell had the great increase in the cut on Crown land which the hon. gentleman had preceded him had said there was.

Public Wharves.

Dealing with wharf expenditure, he said that the old government had scandalously neglected providing proper wharves and had allowed them to crumble down and decay so that when this administration happened to power they had more expense than they otherwise would have had to keep wharves in condition.

He quoted the expenditures from 1905 down to the present time showing in the last three years of administration of the old government the total expenditure on wharves was only about \$15,000 while for the last three years this government had been in power, a total of over \$50,000 had been expended on this much needed public work.

In the county of Kings the expenditures on wharves in the last three years of the old government amounted to about \$100,000, while for the last three years of this government the amount expended on wharves in Kings was about \$17,000.

In the expenditures on bridges there had been even a larger increase. He pointed out that for many years there had been an application for a high water wharf at Brown's Flats, where the Beulah wharf was situated, but the people there did not pay politically with the right foot and their requests were refused until this government came into power, and he said the direction of the new chief commissioner there was erected there one of the finest high water wharves on the St. John river.

A Record of Promises Kept.

This government had kept their pre-election pledges. They had kept their promise that all public works would be put up to tender and in every case unless it was certified by the chief engineer that the work could be better done by day's work, this policy had been strictly adhered to. Another pledge which the government had carried out was that regarding the cheapening of school books, a very pleasing matter to him, and he would gladly welcome the day when there would be free school books for the poor children of the province.

He also felt that credit was due the government for the modern workmen's compensation act, which had been enacted. In St. John before this act was modernized accidents in the winter port had been frequent, but now workmen were properly protected and accidents were of the most infrequent occurrence.

He was pleased to see the work of the new factory inspector who was active in carrying out his duties. The public utilities act, regarding which some complaints had been made, was to be amended under a bill that had been introduced, that the commission would have power to go ahead with investigations without having to wait for formal charges to be laid before them.

He lauded the government for the amendment which had been made to the law relating to local elections in the province, making it so that it was necessary not to have a majority of the registered voters but only a majority of the vote polled to bring about local option in a district and declared that nothing would give him more pleasure than to support a bill providing for the absolute prohibition of the sale of liquor in the province.

Mr. Bentley followed Mr. Sproul.

Mr. Hatheway.

Mr. Hatheway followed Mr. Bentley and argued that the old government had not protected the interests of the province in granting franchises to the New Brunswick Petroleum Company, the Grand Falls Water Power Company and other companies.

He also traced the history of legislation in favor of the workingman, and claimed that the present government had enacted legislation which was of assistance to the workingman, and that Dr. Pugley had not complied with the requests of the St. John labor council for legislation when labor legislation was being considered.

Mr. Upham followed and attacked the government for not having done anything of assistance for the farmers of Carleton county.

Mr. Sheridan closed the debate in a speech in which he defended the acts of the government and claimed they had carried out its pledges made before the election.

The address passed about 12.30 a. m., without incident and the House at once adjourned.

### AT DEATH'S DOOR FROM KIDNEY DISEASE

SAVED ONLY BY "FRUIT-A-TIVES"

Clansbrasse, Ont.

"Two years ago, the doctor made forty-four calls on me, and then said he had given me the cure. I am in excellent health, and 'Fruit-a-tives' is the medicine that cured me after I had been at Death's Door for months. I am glad to be able to give you this testimonial. It may benefit some other woman suffering as I suffered, as I believe that I would not be alive today had I not used 'Fruit-a-tives'."

On the recommendation of a neighbor, I took 'Fruit-a-tives' and they cured me. Today, I take 'Fruit-a-tives' as my only medicine. I am in excellent health, and 'Fruit-a-tives' is the medicine that cured me after I had been at Death's Door for months. I am glad to be able to give you this testimonial. It may benefit some other woman suffering as I suffered, as I believe that I would not be alive today had I not used 'Fruit-a-tives'."

MRS. P. E. WEBBER. "Fruit-a-tives" by its marvellous action on the kidneys—completely restores these vital organs to their normal strength and vigor—and cures every trace of Kidney Trouble. 'Fruit-a-tives' is the only medicine in the world made of fruit.

60c. a box, 6 for \$2.50, trial size, 25c. At dealers, or from Fruit-a-tives, Limited, Ottawa.

To my amazement and distress and shame I now see the magnificent work of a generation traded away for a vague idea or a childish sentiment—the splendid commercial and industrial position we have reached in the world is the result of the hard work of a few worthy plums, and I feel it my duty to join in the protest which is heard from every section of the country.

Today we are in an enviable position, with a commerce three times as great per capita as that of the United States, and without a doubt the most advanced and best equipped of any manufacturing concern of any consequence. She cut her trees and lived as best she could. During the last few years she has bred of hopelessness and many good and honest people urged annexation as the only future open to the country.

Good Old National Policy. Then came, in 1879, our National Policy, which was a grand and bold step to appear above our tree tops; and their number rapidly increased; and then came the Canadian Pacific Railway, opening up our Great West, and showing that Canada advanced by leaps and bounds.

The United States, by the McKinley tariff, added brick upon brick to her wall, and she was being crushed more and more. She was beginning to find herself. Then came the Dingley tariff which crowned the tariff with a new and higher protection. She cut her trees and lived as best she could. During the last few years she has bred of hopelessness and many good and honest people urged annexation as the only future open to the country.

Benefit of Protection. And the Senator Beveridge again: "There must be reciprocity with Canada. Our tariff with the rest of the world does not apply to our northern neighbor. There is already a free-trade agreement between the United States and Canada, and we are fostering a purchasing market in Canada, making Canada a manufacturing competitor."

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### SIR W. VAN HORNE PRESENTS STRONG ARGUMENTS AGAINST RECIPROCIITY PLAN

He Declares that the Fielding Proposals will Cost Canada all that She Has Gained Under the National Policy--No Benefit to the East, but a Distinct Detriment to All Canada.

Montreal, Mar. 8.—Sir William Van Horne has addressed the following letter to the Hon. Charles Chapin, chairman of the Anti-Reciprocity League. Sir—I regret that, having to leave for England on Thursday, I shall not be able to attend the meeting of the Anti-Reciprocity League next week, and to give my views in person on the question of reciprocity.

What I have to say on the subject has no reference to party politics, (for I have nothing to do with politics), nor to any particular interest. I speak only as an individual who for the past thirty years has been working heart and soul for the upbuilding of the Dominion and the promotion of the great development of the past two decades has been a source of immense pride and satisfaction.

Childish Sentiment. To my amazement and distress and shame I now see the magnificent work of a generation traded away for a vague idea or a childish sentiment—the splendid commercial and industrial position we have reached in the world is the result of the hard work of a few worthy plums, and I feel it my duty to join in the protest which is heard from every section of the country.

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### "HIS WIFE AND HIS WIFE'S MONEY"

Victims Tell of Stock Dealings with Smooth Mr. Munro, of Montreal --- Paid for Stock They Did Not Get.

New York, Mar. 8.—Payment of substantial sums for wireless stock that was never delivered were testified to today by witnesses at the continuation of the trial of George H. Munro, formerly of Montreal, charged with misuse of the mails in selling stock. John H. Burns of Peoria, Ill., said that in 1907 he sent the Munro firm \$2,500 by check but was put off from time to time when he insisted upon getting the stock certificates.

"I was still waiting for the stock," said Mr. Burns. The Peoria man finally had taken some interest-bearing realty stock as collateral. He testified he had to sue for a second interest payment, but the suit was compromised before coming to trial. Mrs. Ellen Pike, of Phoenix, Arizona, and the Rev. Robert L. Bachman of Knoxville, Tenn., likewise testified to payments for stock that was not delivered.

Addison Kingsbury of South County, Conn., told how he sent a \$100 cheque for stock which he never received. Barney McConville, a New York detective, stationed in the financial district, recounted his investigation of Munro's firm and said he had placed the evidence in the hands of the federal authorities.

Christopher Kittredge of London, chief transfer clerk for the Marconi Wireless Telegraph Company of England, testified that no stock had ever been issued to Munro and that Munro was not authorized to act as the company's agent in this country. Munro told doubling clients, according to previous testimony, that the firm was the American agents for the Marconi company.

Walter M. Watson, a stock transfer clerk, formerly in the employ of Munro, gave testimony against his erstwhile chief and was on the stand when adjournment was taken for the day.

While the Munro trial was going on, Shelton G. Burr, a member of Burr Brothers, late dealers in stocks and securities, the offices of which were raided in November last by postoffice inspectors, was arraigned in the United States Circuit Court on an indictment charging misuse of the mails. He entered a plea of not guilty and was released in \$10,000 bail.

It is perhaps not possible to make a tariff out of reciprocity to every community; every interest and every individual; but, rightly considered, our tariff has come pretty near to this. Some of the farmers in the Canadian Northwest want reciprocity in the hope that it will bring them better prices for wheat and cheaper agricultural implements. It will do neither to any appreciable extent. They should remember that our tariff wall has made a home market which has made them prosperous. They have only to compare our exports of wheat and flour to foreign markets with our total production of wheat to realize the extent and value of this home market.

And as regards agricultural implements they have only to compare the prices they have to pay with the prices paid immediately south of the boundary line. The farmer in the American manufacturer pays the duty and the extra freight; and he can do this because the cost at his works is only a fraction of what the farmers pay, nearly all the rest going to his profit and to that of the middlemen. Reducing the tariff will not cheapen the implements—it will only add to the American manufacturer's profit. But if a comparison is made with the selling prices south of the boundary line, it will be found that the cash prices should be compared with cash and not credit prices.

No Gain For The East. We are told that some farmers in the Maritime Provinces favor reciprocity in the expectation that it will bring better prices for their potatoes and apples. All the possible gain in that way may be easily known by looking at the prevailing prices of these things in the New England States. It isn't much, and our neighbors expect reciprocity to bring the prices down. On the other hand there are easily reached and ample markets for these things where the farmers of Nova Scotia and New Brunswick may, with a little effort, secure twice as much as they are now getting for their potatoes and apples, and at the same time quadruple the demand by reducing prices one-half to the consumer. Take Cuba, for instance, where a barrel of potatoes yields the Canadian farmer about seventy-five cents reaches the consumer at seven dollars; and so with apples. The Canadian Trade Commissioner at Havana will verify this statement. Our farmers count on exporting potatoes and apples to the United States while these same things are exported from the United States to Cuba and elsewhere. Ontario suffered in her butter, eggs, cheese, and such things until the Dingley tariff compelled a turn to other markets which proved to be more profitable. Cultivate West Indies.

Aside from the fisheries, of which I do not know enough to speak, I do not believe there is any industry anywhere in Canada that can not find a way to be better off without reciprocity than with it; and with many industries the question is a vital one. And even with our codfish, judging from the prices to consumers in the West Indies and Central America.

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