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THE SEMI-WEEKLY TELEGRAPH

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Semi-Weekly Telegraph

and The News

ST. JOHN, N. B., JUNE 3, 1911.

COURTENAY BAY

The Minister of Public Works, who arrived Monday from Ottawa, has given The Telegraph a brief and businesslike statement regarding the projected improvements in Courtenay Bay. Hon. Mr. Pugsley says that tenders are about to be called for and that he expects to award the contract for the whole work early in August. The plan includes a dry dock, a ship repair plant, the first three piers for the Grand Trunk Pacific terminals, a breakwater, and the dredging.

Conservative sympathizers, who find it politically awkward to have the Courtenay Bay improvements moving forward, have made some attempt to create the impression that the Ottawa despatches concerning the expenditure here of from \$4,000,000 to \$5,000,000 were intended for campaign purposes. This attitude, which is characteristic of the school of political thought founded by Dr. J. W. Daniel, is somewhat absurd in view of the fact that the advertisement of tenders will be followed in a few weeks by the actual awarding of a contract to carry the whole great work to completion.

The Minister of Public Works, since his election to represent this constituency, has given to St. John and to the province sterling service which will certainly bear comparison with that of any other man who has represented St. John at Ottawa. From the first he has shown the utmost faith in the development of St. John harbor on a scale of great magnitude, and with the letting of the contract for making Courtenay Bay the terminus of the Grand Trunk Pacific, and probably of the Canadian Northern also, Hon. Mr. Pugsley's work must command the outspoken approval and admiration of all fair-minded men and of all who have faith in the future of this port and of New Brunswick.

In administering the Department of Public Works Hon. Mr. Pugsley has been fair to all parts of the Dominion, and for this reason, and because of the outstanding ability he has exhibited, he enjoys in a very great degree the confidence of members of Parliament from every section of Canada. He is therefore the more able to carry through undertakings of large importance. In recognizing and insisting upon the national character of the work of development to be done here in St. John, in making it clearly an important link in the chain of all-Canadian transportation, Dr. Pugsley has not forgotten the needs of other parts or neglected the claims of the country about the Great Lakes, or of that farther west. Even his political opponents, as citizens of St. John or as residents of the Maritime Provinces, must be gratified by the present evidence that the Courtenay Bay project has now been placed on an unquestionably satisfactory footing.

On the occasion of the banquet here to President Hays of the Grand Trunk Pacific, the people of this part of the country were highly pleased by the statements of the railroad president to the effect that when the trains of the Grand Trunk Pacific began to run there would be more traffic than the ports of the Maritime Provinces could handle, unless they began in time to prepare for its accommodation. St. John at least is beginning to make those adequate preparations upon which Mr. Hays insisted as a prime necessity to success, and as these preparations go forward their bearing upon the growth and prosperity of this port and this province must be ever more clear.

HUMOR OF THE PAPER TRUST

Ian MacLaren makes one of his characters say that a professor of humor should be considered a necessity in every theological college, but while there may be a great lack of this quality in the average theological student, it is constantly cropping out in the most unexpected places. For instance, Mr. Hastings, president of the American Paper and Pulp Association, in his answer to some of the questions of Senator Stone, said several things that should add to the gaiety of trusts and similar business organizations for some time to come. When he defines the object of his organization as to "educate paper manufacturers to get all they could for their product," he is stating in a wholly new and original way the outstanding truth of his organization, and when he adds later that he is not in business for a moral purpose, the dullest of his associates will be able to see the joke.

In the dark days in England they had a tax on paper. Mr. Gladstone described it as a tax on intelligence. In 1890 Gladstone attacked the problems presented by the paper trust in England. At once the Conservatives all over the country rose in arms at the suggestion of cheap paper. It would flood the country, they said, with cheap and pernicious newspapers; it meant the establishment of a "daily propaganda of socialism, communism, red republicanism, blasphemy, bad spelling and general immorality." The House of Lords voted down the legislation abolishing the tax. But they did it for their cost. Gladstone quickly met their action by adopting the expedient of sending to the lords in one bill all measures affecting supply and revenue, which he knew the lords would not dare throw out. If Mr. Hastings had not assured us that he was not in business for a moral purpose, we might imagine that one purpose of his trust was to prevent in the United States the results that the Conservatives feared and predicted in England; but his chief purpose is, as he states so frankly, to educate the paper manufacturers to get all they can for their product.

Innocent as the answers of Mr. Hastings seem when he assures the Senate that his organization owns only about thirty or forty of the 800 paper mills in the country, it is much more sweeping in its influence than might be supposed. Its operations are international and its process of education extends to Canada. It asserts that it only owns a few mills here, but some time ago when a reputable Boston publisher tried to obtain his supply from Canada and to break away from the extortions of the trust in his own country, he found after he had made all arrangements that the mill was unable to do the work. Subsequently an agent of the trust appeared in his office and recounted to him every step in his negotiations with the Canadian mill, and then laughed at his failure to break away from the trust.

Mr. Hastings' efforts to educate the benighted of his class go merrily on, and his immoral, or at least unmoral, activity still enables him to keep outside of jail, by the grace of public apathy. In the meantime his work of education is having some effect, for all the publishers seem to be suffering, if one can judge by the wall that goes up from time to time for the abolition of the tariff on press paper, wood pulp, and all the wood that goes into the manufacture of paper. When the "stand-patters" even are heard objecting to the investigation into the unmoral activities of Mr. Hastings in the direction of education might reveal some interesting conditions.

MONEY TO FIGHT RECIPROCITY

Toronto "Saturday Night" professes to have reliable information from Ottawa to the effect that the elections will come between September 15 and 30 next. In speaking of the Conservatives it says, very positively: "It will be the first time since 1890 that they will face the country with adequate funds for the legitimate expenses of a campaign." From several sources recently has come this same positive assurance that the forces arrayed against reciprocity are going to pour out money in an attempt to defeat it.

The trade agreement does not injure the manufacturers. With the exception of a very slight lowering of the duties on agricultural implements the duties on manufactures are untouched. Yet the manufacturers are already raising money to finance the campaign against reciprocity, which would give the farmers, the lumbermen, the fishermen, and consumers generally, a measure of tariff justice. Fortunately the country will be thoroughly warned as to the sort of fight that is coming. Can the "interests" rule this country? They are going to try it.

HOW THE TRICK IS WORKED

In its news columns this morning The Telegraph furnishes some information regarding the "made-to-order" anti-reciprocity movement which is being organized on behalf of the Conservative party by the "Anti-Reciprocity League of Canada," an organization having its vociferous headquarters in Montreal. This organization sent to St. John recently copies of petitions and resolutions against reciprocity, together with instructions as to how to organize meetings at which to pass these "ready-made" resolutions.

The whole scheme is one clearly designed to entrap Liberals into working for the Conservative cause. The agent of the Montreal organization says that the first thing to be done by a local organizer is to "call a meeting of prominent people whom you know to be strongly opposed to reciprocity, comprising as many Liberals as possible." He adds these pearls of wisdom:

"Be careful to explain that the meeting is to be entirely free from party politics." "This meeting should be held BEHIND CLOSED DOORS, no press reports to be made, and NO ONE FAVORING RECIPROCITY ADMITTED."

"A chairman, IF POSSIBLE A PROMINENT LIBERAL, SHOULD BE CHOSEN BEFOREHAND."

In addition to these somewhat significant directions concerning the need for

secrecy and the necessity for making Liberals prominent in the movement, the Montreal organization sends copies of cut-and-dried resolutions to be passed at the "ready-made" meeting. There are two resolutions, one coupling reciprocity and annexation, and the other pledging members of the association to work against the reciprocity agreement now under discussion in the House of Commons, and, if the same should become law, "to work for its abrogation at a later date."

The Montreal organization is sending out extracts from speeches by Champ Clark, Hon. Clifford Sifton, Sir William Van Horne, and others, in an attempt to show that the removal of the duties from natural products would lead to annexation.

The "anti-reciprocity league," which is so eager to appeal to Liberals, and so anxious to begin its work behind closed doors, is very clearly one of several organizations representing the "interests" which are determined to defeat reciprocity, not because it injures the manufacturer, but because they fear it is the sign of a popular movement for a further reduction of the tariff; and the "interests," of course, are supporting the Conservative party in the vain hope that if Mr. Borden ever does get into power he will not only repeal the reciprocity agreement but raise the tariff all along the line.

Liberals everywhere should beware of agents speaking in the name of the "Anti-Reciprocity League of Canada." It is in intent and effect a Tory organization, however disguised, and its main object is to trick Liberals into opposition to the Laurier administration.

MR. FLEMING'S LATEST

The Standard suffered from a fearful attack of black type yesterday, and on examination it was found that the eruption was due to another Valley railroad statement by the Hon. J. K. Fleming, who is now "acting" Premier and who has no desire to forego the limelight, bad actor though he is.

Yesterday's statements in the Standard, made either by that newspaper or by Mr. Fleming, amount in condensed form to this: That the provincial government professes to be ready to sign a contract with the St. John and Quebec Railway Company (Mr. Gould) for the building of a railway down a part of the St. John Valley, this railway to be a part of a road to extend from Quebec through Maine to St. John. Mr. Fleming and the Standard contend that all that prevents them from signing the aforesaid contract is the conduct of the Minister of Public Works in refusing them the Dominion subsidy of \$6,400 per mile.

Hon. Mr. Pugsley, after he had read the Standard yesterday, gave to The Telegraph a reply to Mr. Fleming's rather excited assertions. In the interview with Dr. Pugsley which The Telegraph publishes this morning the manifest weaknesses of Mr. Fleming's position are clearly set forth. Mr. Fleming began by going to Ottawa with a delegation representing the people of the St. John Valley, which delegation asked the Federal government to take over and operate as a part of the Intercolonial a line to be built down the St. John valley. The Federal government has not only agreed to take over such a line, from Grand Falls to St. John, and to operate it as a part of the Intercolonial, but has even made known its willingness to provide the rolling stock required for the operation of the railway. Unquestionably this would give the people of the river valley better service than they could get in any other way, afford them more reasonable rates and safeguard the credit of the province by providing for the payment of interest on the bonds, for forty per cent of the gross receipts would be paid over by the I. C. R. as rental.

Mr. Fleming, who is now dodging Intercolonial operation, tries to make it appear that the treasury of the province is not endangered by the new scheme he now advocates. Hon. Mr. Pugsley's remarks on this point are particularly interesting. He says:

"Mr. Fleming in his letter seems to lay considerable stress on the statement that the company proposes to give security of \$100,000 as a guarantee that it will carry out its contract. This, however, is but a small amount to be put up in view of the magnitude of the undertaking, of the amount of bonds which the province is to guarantee, and of the large Dominion subsidy asked for."

"Mr. Fleming also refers to the fact that the company is to deposit \$3,000 a mile as a guarantee against default in its interest payments. But, in order that the public might understand fully what this means, he should have stated that the provincial government has taken authority to sell the bonds and hand the proceeds of the sale over to the company from time to time, out of which proceeds the company, without putting up a dollar of their own money, could make the required deposit. In other words, the provincial government would be furnishing the money which, in turn, the company would deposit with the government for security."

"In view of the fact that all that the company would be bound to do under the proposed contract would be to build a line from a point in the parish of Andover to a point of junction with the C. P. R. at Welsford, with no heavy bridges, and which would be of the character of a second class road (having in mind modern railway construction) if the company secured the Dominion subsidy in cash of \$6,400 a mile, and the proceeds of the provincial bonds of \$25,000 per mile, they could easily meet the requirements of the provincial government without the necessity of providing any capital of their own."

Mr. Fleming and his government cannot shift the blame for the present situation to the shoulders of the Minister of Public Works. The Federal government has done its share, and more. It will subsidize the Valley road; it will lease it for ninety-nine years and pay a liberal rental; it will operate it as a part of the I. C. R.—but Mr. Hazen and Mr. Fleming say "No." They are still playing at politics.

THE BURNS PAGEANT

The first of a series of Scottish historical pageants was produced in Glasgow last week with unqualified success. The

Glasgow Athenaeum, Dramatic School, assisted Mr. George Todd, gave a faithful representation of the crucial episode in the poet's career. In the first scene is shown the interior of Nancy's house in Mauchline with its roasting company of Jolly Beggars. In the midst of the carousal enters Jean Armour with her tale of woe which she pours into the ears of Nancy. Later Burns himself comes upon the scene, and in speaking to Jean he announces his intention of departing for the West Indies. Then comes the call to Edinburgh and fame, and the curtain falls as the poet makes his escape from arrest at the instance of Jean's wrathful father. The pageant goes on to introduce the famous people who met Burns at that time in Edinburgh and courted and flattered him. The youthful and admiring Scott is shown among the others.

In spite of the feet of clay, to which Robert Louis Stevenson devoted his attention in his study of the national hero, Burns is the great asset of Scotland. He is better known among English-speaking races than either Pitt or Fox. Shakespeare alone can compete with him among men of letters in the mastery of the raw material with which they deal. We know little about the private life of Shakespeare, but much about the private affairs of Burns. Unfortunately he was too often looking for a state-some yet unknown state-of being, as he says, "where the lavish hand of plenty shall minister to the highest wish of benevolence, and where the chill north wind of prudence shall never blow over the flowery field of enjoyment." But even if he was too greedy of pleasure, this man changed the course of literary history by his frank, direct, manly utterances, and his poems, full of his vigorous, strong and convivial life, are still a powerful influence upon mankind.

THE VALLEY RAILWAY

"Mr. Pugsley stands pat," says the Standard in discussing the Valley railway and the remarks made concerning Mr. Fleming's letter by the Minister of Public Works. The fact that Hon. Mr. Pugsley "stands pat," to employ the Standard's language, is a source of considerable embarrassment to that journal, and this embarrassment is disclosed by its labored efforts to reply to the interview with Dr. Pugsley published in yesterday's Telegraph.

The Standard begins by asserting that a railroad built to meet the requirements of the Federal act, and operated by the Intercolonial, cannot pass through the villages of Lakeville and Centerville because the grades in that district are too heavy. But it is a well known fact that the Federal government modified its stipulation regarding grades, and required only that the proposed road shall be "up to the general standard of the Transcontinental in New Brunswick," which would permit of such grades as might reasonably be deemed necessary because of the character of the country to be traversed. The country mentioned by the Standard would not require any grades heavier than are employed at one point at least on the Transcontinental in New Brunswick.

The Standard's attitude in this respect merely represents another of Mr. Fleming's attempts to escape Intercolonial operation at all hazards now, notwithstanding that he has formerly insisted that it would be impossible to build the Valley railway unless the Federal government would consent to operate it. Now that Federal operation and even Federal equipment are agreed to, Mr. Fleming is forced to seek other ground.

The Standard refers to the fact that the International railway, across the northern part of the province, received a subsidy and had its bonds guaranteed by the provincial government, but even the Standard must recognize the difference between a bond guarantee of \$8,000 per mile and one of \$25,000 per mile. It seeks to conceal the fact that the cases are very different as respects the demand upon the provincial treasury. The Standard labors in vain to show that Intercolonial operation and the paying over of forty per cent of the gross earnings is not a much safer plan than the one Mr. Fleming now puts forward. The Conservative journal has intimated that Mr. Thomas Malcolm has shown that he has sufficient financial backing to build the railway, but has Mr. Hazen, or Mr. Fleming, asked Mr. Malcolm for any satisfactory statement as to this? It has been stated in the House of Commons, and without contradiction, that Mr. Malcolm has ample financial support for the undertaking. So far as the public knows, there is nothing to show that the company with which Mr. Fleming proposes to do business has any financial standing. Moreover, that company, if it should get the Dominion subsidy and the proceeds of the provincial bonds, could employ that money the next day to make the deposit required by the provincial government. Under Mr. Fleming's plan his favorite company need not have a dollar of its own in order to undertake the work. He proposes to finance it at the expense of the province, and he is absolutely without any guarantee, or even any reasonable assurance, that the interest on the bonds would be paid after the first few years, during which few years it might be paid by the money he proposes to hand over to the company.

Again, Mr. Fleming's company does not propose to bring the railway to St. John unless the Dominion government provides aid in the matter of the heavy bridges required to cross the St. John and Kennebecasis rivers. The extent of the aid thus boldly but indefinitely demanded is not specified. Presumably it is the intention to ask the Dominion government to pay the full cost of the heavy bridges, thus further favoring Mr. Fleming's mysterious contractors. Otherwise the road would come to Welsford only.

Mr. Hazen and Mr. Fleming are still standing in the way of construction. The Federal government has made it an easy matter to provide a high class road from Grand Falls all the way to St. John, to be operated as part of the Intercolonial, on terms that would safeguard the provincial treasury. Such a road would also

fully satisfy the requirements of the river counties and the Winter Port. Mr. Hazen and Mr. Fleming are trying to substitute for this safe plan a highly dangerous one of their own, a plan that would not give as good service, that would not serve as large a territory, and that would be likely to plunge the province into bankruptcy. The local government, in a word, is still much more devoted to its own conception of partisan politics than it is to the interests of the St. John river valley.

THE LORDS AND PARLIAMENT BILL

Both Mr. Asquith in the Commons and Viscount Morley in the Lords insist that the Parliament Bill be pushed through before any reform measure is considered. Morley criticized the Peers' Reform Bill as unworkable and lamented the injury it inflicted on the hereditary principle. The scheme, he said, satisfied nobody, and lacked stability and simplicity. In any case, he concluded, "the predominance of the House of Commons must first be established." Lord Lansdowne will have difficulty in getting the "backwoods" peers to agree to his proposal to destroy the hereditary principle. One of them in opposing it described the House of Lords as "the best second chamber human beings can devise."

The Lords say they are ready to die hard. Lord Curzon, in considering the statement that the House of Lords might accept the Parliament Bill if the Commons allowed Lansdowne's measure to pass, declared that there could be no question of compromise. Their attitude towards the Parliament Bill was one of unchanged and unchangeable hostility. As Curzon, with the Egyptian proconsul, Cromer, was largely responsible for precipitating the conflict, it is possible that they will have influence enough to induce the Peers to reject the Veto Bill. Then the government will be compelled to seek the exercise of the royal prerogative, and have some hundreds of new peers created to force the Veto Bill through the House of Lords. The radicals and labor members would be glad to do anything that would cheapen peerage, and no doubt they would be able to find many in the political ranks who would sacrifice themselves for their country and accept a seat in the House of Lords. It is difficult to imagine that the Peers will force this extreme course on the government.

Whatever the immediate outcome of the conflict, or the method by which the Commons make their legislation effective, the outstanding fact is that we are seeing the beginning of the end of the Peers as a legislative body. Their only power over future legislation in Great Britain will be a suspensory veto, and this will leave the country free from any check upon the will of the Commons than we are even in Canada, and free than any other democratic country in the world. It is a most momentous change, and one of far-reaching significance. In the days to come we may expect, whatever party is in power, an ever-increasing attention to social conditions and an increasing demand for funds to satisfy an ever-increasing social programme. The Lords have forced the issue, and their blindness will work for social betterment.

HON. SYDNEY FISHER'S WARNING

In his recent speech at Farnham, Hon. Sydney Fisher issued a plain and impressive warning to those selfish interests which are financing the Conservative campaign against reciprocity. The proposed trade agreement does not injure such interests, yet they are unwilling that the farmers shall have simple justice by gaining free admission to the great market south of us.

As to the manufacturers, said Hon. Mr. Fisher, they imported two hundred and fifty million dollars worth of raw material from the States free of duty, but as soon as similar privileges were offered the farmers they raised the cry of disloyalty, and wanted to prevent the farmers from getting into their best market.

"If the manufacturers try to do this," said Mr. Fisher, "they will arouse an antagonism which will break them, because, thank heaven, Canada is a democratic country, and the few cannot rule the many." (Applause.)

"The government has been sent to Ottawa," he concluded, "to carry out its ideas for the good of the people, and if the Opposition is going to prevent that from being done we shall have to appeal to the people and then change the rules in such a way that the government elected by the people may carry out the will of the people; and if the moneyed interests of the country set themselves up in antagonism to the producing and consuming masses it is our duty to show them that the majority must rule."

As to the election outlook, Mr. Fisher spoke with force and directness: "If it were only a question of party aggrandizement we would dissolve the House today and go to the country and show the Tories where they are in the minds of the people. But the government will not be driven to what we consider an untimely election by anything but a refusal of supply. But if it comes, we shall take advantage of it and beat the Tories, as we have done every election since 1860, and by an even larger majority, since we feel sure that the people will support this reciprocity proposal."

And the Minister of Agriculture knows what he is talking about.

NOTE AND COMMENT

The high-protection manufacturers are jangling a straight fight with the farmers on the tariff question. That is dangerous. The farmers want reciprocity, and they represent sixty-five per cent of the population of Canada.

A few days ago Conservative newspapers asserted that the Hazen government was about to sign a contract for the construction of the Valley railway. Apparently something has once more sickened the native hue of Mr. Fleming's resolution with the pale cast of thought. Mr. Flem-

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Each Single Dose of Castoria NEW YORK.

At 6 months old 35 Drops - 35 CENTS.

EXACT COPY OF WRAPPER.

"COWAN VS. COWAN"

George H. Cowan, M. P., of Vancouver, writes to The Telegraph from Ottawa under date of May 29, directing attention to two articles published by this journal on April 22, an editorial and a news article, each under the head "Cowan vs. Cowan."

Mr. Cowan writes in part: "In the editorial you say that, when telling New Brunswickers about the perils and evils of reciprocity, I must have forgotten the pamphlet I wrote on 'Better Terms' in which I said reciprocity would relieve British Columbia from the disability imposed upon her by the tariff. In the front page article you boldly profess to quote from that pamphlet these words: 'Reciprocity relieves this disability.' Then you proceed to say, Mr. Cowan evidently has one doctrine for the West, and another for the East."

"My only reference to reciprocity in the pamphlet is to be found at pages 21 and 22, and is as follows: 'The commercial object of Confederation was the development of interprovincial trade. Under the strangling hand of the reciprocity treaty of 1854 that trade had fallen in 1860, when the treaty was abrogated by the United States, to \$2,000,000 per year, being less by half a million of dollars than the value of the trade in 1853. Since Confederation our yearly interprovincial trade has gone up by leaps and bounds, until now it is larger than either our export or our import trade. All of which goes to show that Confederation is attaining its object, and that it would be letting out at the bung-hole and pouring in at the spigot to obtain reciprocal trade relations with the United States at the expense of our interprovincial trade.'"

"So that my doctrine on reciprocity was exactly the same for the West in my pamphlet of seven years ago as it is for the East in my speeches through New Brunswick."

Mr. Cowan's letter, which is somewhat excited in tone, charges The Telegraph with deliberately misquoting him in order to mislead its readers, and says The Telegraph knowingly stated "the thing which is not."

On April 29 The Telegraph received a despatch from a responsible correspondent in Vancouver, which was the basis of the two articles to which Mr. Cowan refers. The Vancouver telegram said: "Cowan of Vancouver speaks in your province soon. In his pamphlet on 'Better Terms' he said British Columbia exports mainly raw materials and imports manufactured goods, therefore the Federal tariff discriminates against us. Reciprocity relieves this disability. Why should Cowan oppose?"

The telegram made it appear that Mr. Cowan said reciprocity relieves this disability, whereas it now appears that the correspondent's argument based on Mr. Cowan's statement that the Federal tariff discriminates against British Columbia, which exports raw material and imports manufactured goods. The telegram, which contained no quotation marks, really credited to Mr. Cowan a sentiment which should have been credited to the correspondent, and The Telegraph was to that extent misled.

Reciprocity, it is clear, would relieve the disability Mr. Cowan complains of, for very reasons stated in his pamphlet, but it was the correspondent and not Mr. Cowan who named reciprocity as a remedy.

Mr. Cowan sends to The Telegraph a copy of his pamphlet on "Better Terms" and we find on page 19 the following: "But there is another branch to British Columbia's case, in that she imports more dutiable goods, and hence pays more customs duties per head of her population than any other province. In so far as this excess proceeds from permanent causes peculiar to British Columbia, it would seem to constitute by precedent a claim upon the central government. That is to say, if one tariff applied over all exports British Columbia, by reason of her being permanently unfitted from any cause for the manufacture of dutiable goods, to make an excessive contribution to the revenues of the Dominion, this circumstance will in itself be recognized as an inequality requiring adjustment. And it would seem that there are causes of constant operation which unfit her to compete with the other provinces in the manufacture of home consumption of dutiable goods."

From this it will be observed that reciprocity is calculated to relieve British Columbia from the disability under the Federal tariff which unfits her to compete with the other provinces in the manufacture of home consumption of dutiable goods. Mr. Cowan says that province labors for being permanently unfitted from any cause for the manufacture of dutiable goods, the proposed trade agreement will be of immense benefit to it. It is fair to Mr. Cowan to say that he has not expressed this opinion, but such a conclusion naturally follows from his description of British Columbia's trade and the effect of the present tariff upon that province.

other, "What is your income?" The Nationalists are accused of telling the halibuts that the government is trying to find out how many sons he has that might be forced into the navy, and how much money he has in order that a scheme of heavier taxation may be prepared. Jean Baptiste is being warned by the priests that the census inquiries have no such sinister import. Reciprocity suits Quebec. The rumor-mongers will resist it in vain.

A peculiarly improper attempt to influence the rural population of Quebec against the government is described in this morning's despatches. The census enumerators have to ask many questions. One is "How many children have you?" Another, "What is your income?" The Nationalists are accused of telling the halibuts that the government is trying to find out how many sons he has that might be forced into the navy, and how much money he has in order that a scheme of heavier taxation may be prepared. Jean Baptiste is being warned by the priests that the census inquiries have no such sinister import. Reciprocity suits Quebec. The rumor-mongers will resist it in vain.

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"My only reference to reciprocity in the pamphlet is to be found at pages 21 and 22, and is as follows: 'The commercial object of Confederation was the development of interprovincial trade. Under the strangling hand of the reciprocity treaty of 1854 that trade had fallen in 1860, when the treaty was abrogated by the United States, to \$2,000,000 per year, being less by half a million of dollars than the value of the trade in 1853. Since Confederation our yearly interprovincial trade has gone up by leaps and bounds, until now it is larger than either our export or our import trade. All of which goes to show that Confederation is attaining its object, and that it would be letting out at the bung-hole and pouring in at the spigot to obtain reciprocal trade relations with the United States at the expense of our interprovincial trade.'"

"So that my doctrine on reciprocity was exactly the same for the West in my pamphlet of seven years ago as it is for the East in my speeches through New Brunswick."

Mr. Cowan's letter, which is somewhat excited in tone, charges The Telegraph with deliberately misquoting him in order to mislead its readers, and says The Telegraph knowingly stated "the thing which is not."

On April 29 The Telegraph received a despatch from a responsible correspondent in Vancouver, which was the basis of the two articles to which Mr. Cowan refers. The Vancouver telegram said: "Cowan of Vancouver speaks in your province soon. In his pamphlet on 'Better Terms' he said British Columbia exports mainly raw materials and imports manufactured goods, therefore the Federal tariff discriminates against us. Reciprocity relieves this disability. Why should Cowan oppose?"

The telegram made it appear that Mr. Cowan said reciprocity relieves this disability, whereas it now appears that the correspondent's argument based on Mr. Cowan's statement that the Federal tariff discriminates against British Columbia, which exports raw material and imports manufactured goods. The telegram, which contained no quotation marks, really credited to Mr. Cowan a sentiment which should have been credited to the correspondent, and The Telegraph was to that extent misled.

Reciprocity, it is clear, would relieve the disability Mr. Cowan complains of, for very reasons stated in his pamphlet, but it was the correspondent and not Mr. Cowan who named reciprocity as a remedy.

Mr. Cowan sends to The Telegraph a copy of his pamphlet on "Better Terms" and we find on page 19 the following: "But there is another branch to British Columbia's case, in that she imports more dutiable goods, and hence pays more customs duties per head of her population than any other province. In so far as this excess proceeds from permanent causes peculiar to British Columbia, it would seem to constitute by precedent a claim upon the central government. That is to say, if one tariff applied over all exports British Columbia, by reason of her being permanently unfitted from any cause for the manufacture of dutiable goods, to make an excessive contribution to the revenues of the Dominion, this circumstance will in itself