PITAL BUYING PROPERTY; SEE GROWTH AHEAD

ng Several Reported Bought, and Way for Others in Heart of City -Large Amount Already Expended.

8. ... of city people or St. ment have an ex- ut de- ldings Hotel s con- his re- nego- Char- more being hasers h of- ported n the fringe of the city are included in this large real estate transaction.

In the great works projected for St. John, the Courtenay Bay development and the fact that another transcontinental railway is to have its terminus here, the purchasers see a great future for St. John and their course is regarded as one of the most striking indications of the growth and expansion that a few years will bring here.

While it was known that negotiations were in progress, the first authoritative announcement came at the common council meeting yesterday afternoon when a bid from the same people was made for the city's property at Greenhead as referred to in the report of this council meeting elsewhere. R. Max McCarty, broker, of this city, has been acting for the purchasers and one of the principals is also at present in St. John. The next few days are expected to bring interesting announcements.

P.E.I. LIBERALS NOMINATED THEIR OLD MEMBERS

Warburton and Prowse to Run in Queens — Tories Have Difficulty in Getting Candidates.

Charlottetown, P. E. I., Aug. 4—(Special)—Two conventions were held in this city today to nominate candidates to contest Queens county for the Liberal and Liberal-Conservative parties respectively.

The Liberal candidates are A. B. Warburton and L. E. Prowse the present M. P.'s, and the Liberal-Conservative candidates A. A. McLean, K.C., and Donald Nicholson.

D. A. McKinnon, ex-governor, was also nominated for the Liberals. Alex Martin, a former M. P., was nominated for the Conservatives, but declined, as also did W. S. Stewart, K. C.

SUSSEX TO HAVE BIG CELEBRATION ON LABOR DAY

Sussex, N. B., Aug. 4—(Special)—Sussex is to have a big celebration on Labor Day. That was decided at a preliminary meeting this afternoon, when chairmen of the various committees were named. It is proposed to have a monster picnic on the camp grounds, together with firemen's sports and other attractions. Firemen from St. John and other points will be invited to compete. It is expected that it will be one of the biggest days in the history of Sussex. There will be a baseball match in the morning and a monster camp fire and concert in the evening.

GAGETOWN PERSONALS

Gagetown, Aug. 5—Mr. and Mrs. G. DeVeber have returned from a trip to Nova Scotia and Grand Manan.

Rev. J. A. Cooper, wife and child, of Derby, are guests of Mrs. Cooper's parents, Mr. and Mrs. Wm. Cooper.

Mrs. A. S. Dingee, Mrs. W. King and Mr. and Mrs. H. Dingee, of Fort Worth, Texas, are visitors at the home of Fred Dingee.

Dr. G. E. Simpson and bride, of Boston (Mass.), are in the village and will spend a few weeks with Dr. Simpson's mother, Mrs. E. Simpson.

Mr. and Mrs. Fred Corey and daughter, Geraldine, of Sussex, are guests of Mr. Corey's parents, Mr. and Mrs. Amos Corey.

Percy Steel left on Saturday to spend a vacation with his parents in Shediac.

E BARGAINS

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The Semi-Weekly Telegraph and The News

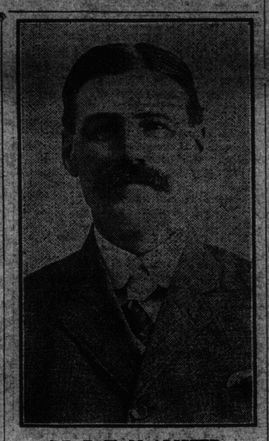
VOL. L. ST. JOHN, N. B., SATURDAY, AUGUST 12, 1911 NO. 90

KINGS-ALBERT LIBERALS HOLD STIRRING CONVENTION

WINNER CHOSEN AS STANDARDBEARER

Dr. D. H. McAlister Nominated by Kings-Albert Liberals Amid Great Enthusiasm

Hon. Mr. Pugsley, in Convincing Address, Knocks Props from Under Conservatives in Their Opposition to Reciprocity—Hazen is Quoted to His Own Party's Discomfiture—A Great Gathering of Liberal Electors from the Two Counties.



DR. D. H. McALISTER.
Liberal Candidate Enthusiastically Nominated Again for Kings-Albert.

Sussex, N. B., August 9 — At one of the largest and most enthusiastic nominating conventions ever held in Kings-Albert, Dr. D. H. McAlister, who has so ably represented these counties since 1908, was renominated today to carry the Liberal standard once more to victory. Dr. McAlister was the unanimous choice of an open convention and so heartily was he received that there can be no doubt as to the outcome on Sept. 21.

The convention was not only large but a representative one, delegates from every parish in Kings being present as well as between 150 and 200 from Albert county. The people of Sussex also turned out in strong numbers showing the esteem in which the Liberal candidate is held.

When the convention was called to order at 4.30 o'clock ex-Lieut.-Governor McClelan, on motion of Senator Domville, was chosen chairman. The convention next proceeded to the election of a candidate and Hon. C. J. Osman, of Hillsboro, moved that Dr. McAlister be the choice. In making his motion he referred to the able manner in which Dr. McAlister had represented the counties in the last three years and said that it was the wish of the people of Albert county that he should be continued as their representative.

Mr. Osman's motion was seconded by Councillor Freeze, of Sussex, who said the coming campaign was to be fought on one of the greatest issues ever presented to the country and he thought Kings-Albert could choose no better representative than Dr. McAlister to lead the battle. They who had followed his career, he said, whether it was in the home, at the deathbed or in social gatherings, had found him a true friend to poor and rich alike. Even if there was not such an issue like reciprocity he felt positive that Dr. McAlister would be elected on his own popularity.

On a standing vote being taken Dr. McAlister was unanimously chosen.

Those seated on the platform were ex-Lieut.-Governor McClelan, chairman; Dr. Pugsley, Dr. McAlister, Senator Domville, A. B. Copp, M. P. P., Hon. C. J. Osman, Councillor Frank Freeze and E. H. McAlpine.

The candidate being chosen, Hon. Wm. Pugsley, minister of public works, was called to address the assemblage.

Stirring Speech by Minister.

On rising to speak Dr. Pugsley was cheered again and again and it was several minutes before he was able to make himself heard. "I can assure you," he said, "that you could not have done anything more pleasing to myself, to our Liberal chieftain, Sir Wilfrid Laurier, and to all my colleagues in the house of commons than that which you have just done in selecting Dr. McAlister to again be your standard bearer. To say we appreciate him, indeed to say we love him, is not putting it too strong, and I can assure you that anything we can do to meet his wishes we will do it. In the past Dr. McAlister has been earnest in his endeavors to advance the interests of Kings and Albert counties and I know you will bear me out in saying that his labors have been crowned with success.

"Through his efforts you have had many matters attended to; your post offices, your rural mail service. In looking after your wharves and your navigable waters Dr. McAlister has not been neglectful of his duties. This I know for I have had the pleasure of meeting him personally on these questions.

The Salisbury-Albert Line.

"There is now a matter of very great importance to you to which I wish to refer, the question of the branch line of railway extending from Salisbury to Albert. As you are aware the condition of affairs is very unsatisfactory in that particular section today, and that it should be bettered is a matter of very great concern to myself as well as to the people. I can say a word about the further extension of that line from Albert down to Alma. When I was a member of the local house applications were made to have the rails along this line taken up. I stated that so long as I was attorney-general no such request would ever be granted. (Applause). I held that it would be an outrage and I said that as sure as those rails were put there they would remain. Unfortunately those who succeeded me in the province did not take the same view as I did and parties were permitted to take up the rails and convert them into money. I only speak of that because it was always my desire to prevent such a step being taken.

"Now we are face to face with the question of the line running between Salisbury and Albert. I wish to state right here that your representative, Dr. McAlister, has been persistent in pressing upon the government the wish that that branch line be taken over by the government, put in an efficient state of repair and operated as a part of the I. C. R. In fact it has been urged for a number of years. Let me say to you in connection with this that if the question simply involved the taking over of one branch line that would not have been a difficult matter. In addition to this, however, there were the Kent Northern, St. Martins, Caraquet, Campbellton to St. Leonard's, Matapedia, Temiscouata, Levis and many other branch lines throughout the province of Nova Scotia and Quebec, and the problem was the taking over branch lines which would involve an expenditure of several millions of dollars.

"When the question first came up in parliament Hon. H. R. Emmerson, Dr. McAlister and myself, in favoring the policy, met with considerable opposition. There were some who took the view that as many of the branch lines would not pay operating expenses it would be unfair to burden the country by taking them over. We stood to our guns, however, and urged that they be taken over and I am glad to say that the government of which I am a member now stands pledged to the absorption of the branch lines. (Applause). At the last session of parliament the minister of railways brought in a resolution to this effect. That resolution stood at the time of adjournment to be taken up as soon as the reciprocity agreement could be disposed of. Our opponents, however, made up their minds that they would not allow a vote to be taken on the question of reciprocity.

"Gentlemen, if in this convention today twenty-five per cent of the assembly started in to keep the other seventy-five per cent closeted until say September 1, do you think the seventy-five per cent would stand for it? No, indeed, they would throw the opposing twenty-five out on their ear. The rural districts would not permit of the government ruining such a step. In parliament a member can speak as often as he likes and as long as he likes providing he has ingenuity enough to speak to the resolution. The Conservatives adopted this policy and, taking up the gauge of battle which they threw down we thought it well to appeal to the people on the question of reciprocity. On account of this the question of the branch lines had to be stood over."

Continuing, the minister said that immediately after the close of parliament Dr. McAlister made a further request that something be done in connection with the Albert branch line. Coincident with this, he said, the minister of railways received a telegram from Mr. Swan, the president of the road, in which he stated that he would sell out the road for $125,000 in cash. The minister of railways immediately telegraphed to Mr. Swan that if the company would put the road in an efficient state of repair he would ask authority to either pay the $125,000 in cash or else he would accept a subsequent proposition made by him to Mr. Swan which was along the lines of the resolution passed in parliament with the exception of the fact that the company wanted a larger rate of interest than the government had first offered.

It appeared that in order to put the road in a state of repair rails were needed and in this connection Dr. Pugsley said that arrangements could be made to supply the company with rails belonging to the I. C. R. He said that he trusted the company would immediately get to work and put the part of the road running from Hillsboro to Albert in an efficient state of repair.

The chairman—"Dr. Pugsley, are the repairs to be made by the company under the supervision of the department of railways?"

Dr. Pugsley—"Under the supervision of the department of railways. In this way a check can be kept on the expenses involved."

The Valley Railway.

Resuming Dr. Pugsley said there is another matter in which not only the people of Kings county, but of the whole province were interested—the St. John Valley Railway. He did not consider it necessary to go into the history of the road. He referred, however, to the fact that when the provincial government applied to him for a subsidy they said they could come to an agrement by which a company would build the road. He then told how that agreement if allowed to be entered into would result in the Valley railroad connecting with the C. P. R., and he also touched on the history of the electric railroad proposition. The federal government, he said, declined to meet the wishes of the provincial government at that time for they considered it would be a fatal mistake to grant a subsidy for what would result in being merely a branch of the C. P. R. "We felt," he said, 'that we would not be giving the people what they wanted. We thought that no such subsidy should be given unless the railway should extend along the whole valley from Grand Falls to St. John and when built be taken over and operated by the dominion government."

The minister said he wrote a letter to this effect to Mr. Flemming and he was glad to say that when the provincial government saw that they meant to stand firm they changed their position. As a result of this there was a draft contract entered into by which the Valley railroad was to be built from Grand Falls to St. John. According to the agreement also the road as it was completed section by section was to be taken over by the dominion government on a ninety-nine years lease. The road when built would either come right into Courtenay Bay and have its freight terminals there or would join the I. C. R. at Rothesay and run into the city over nine miles of I. C. R. roadbed.

Reciprocity.

"I now come to the question of reciprocity." (Applause.) Taking up this question the minister said that when the agreement was introduced in the house he was surprised to find opposition offered. When the matter was first taken up the only question was could the dominion government succeed in getting the United States market for our natural products. The Conservatives had tried before—the Liberals had tried before and they had both failed. The matter of opposition to the proposed agreement if secured was never dreamed of.

The minister next told how the government [illegible] received letters from people in [illegible] different branches of Canadian industries urging them to secure the adoption of the agreement. He was pleased to state that so far as New Brunswick was concerned every request made to the government with the sngle exception of lime had been complied with.

He told how the lumbermen were anxious to have the duty on lumber removed. They complained that a duty of $1.25 on sawn lumber and $2 on plain lumber had been a great drawback to the industry. "We would like you to get it off," the lumbermen cried. "We were successful," said the minister.

"Our fishermen said that great advantages would be derived in having the duty on fish removed. We had the duty removed. The farmers pressed strongly for the reduction of the duty upon farming implements. The government had it reduced. The shingle manufacturers complained that the duty of fifty cents on a thousand was not only burdensome but almost prohibitive. Mr. Scott, a prominent lumberman of York county, made this complaint to Dr. Crocket, the Conservative representative from York county."

The lumbermen of British Columbia, the minister said, made the same complaint notwithstanding the fact that Mr. Cowan of British Columbia, while in Sussex had denied this. In substantiation of this the minister said that he had in his possession a letter from the Shingle Manufacturers' Association of British Columbia in which the reduction was asked for. There could be no more natural or advantageous step than to bring about reciprocity in natural products, which would open up the markets of the United States and so provide still greater opportunities for Canadian farmers, fishermen, lumbermen and miners. (Applause.)

Continuing, the minister said that he was surprised to find objection being offered to the removal of the duty upon natural products. When Mr. Fielding first presented the agreement at Ottawa, cheer after cheer went up from the Conservatives because they felt that we had succeeded in getting great benefits. (Applause.) After a short time, however, the newspapers in England began to say that if this agreement went into effect the imperial trade would be destroyed and that the Canadians were becoming disloyal. The manufacturers next took up the cry and with the view of creating prejudice put forth the plea that Uncle Sam would never have entered into such an agreement if he did not have something up his sleeve. The opposition forces at Ottawa next fell in line.

Their Own Leaders Favored It.

The minister went on to show how during the last forty-five years political leaders on both sides of politics expressed themselves in favor of the agreement. In the present contest he wanted to appeal to Conservatives as well as Liberals. He appealed to them because he knew that every man loved his country and wanted to see it progress. He felt that they did not now want to throw back at the feet of the great country to the south, what for the last thirty years they had been striving so hard to get. The kindergarten Conservatives of today, Dr. Pugsley said, contended that the reciprocity agreement of 1854 was no good to Canada, and to show the absurdity of their statements he read the views of some former Conservative leaders.

In Hansard of 1884, pages 1180-87, Sir John A. Macdonald, referring to the subject of reciprocity, speaking to a motion that had been introduced by Sir Louis Davies, said:

"I do not know any reason why the hon. gentleman who moved this, or the seconder, laid before the house those elaborate statements to show the value of reciprocal trade, or trade of any kind with the United States. This is admitted. It goes without saying. We all admit that it would be well that we had a large trade with the United States, rather than a small one; and I think Canada, as compared in her action with the action of the United States, has done everything that she could do in order to secure that desirable object. In the first place, there was the original reciprocity treaty which was finally consummated in 1854. The merit of that, as far as Canada was concerned, rested altogether with the administration of Sir Francis Hincks, the liberal government of that day. Although the government of which I was member in 1854 had accidentally, from the retirement of Sir Francis Hincks, the duty of carrying out the treaty to its consummation, by introducing and carrying into law the act which ratified that treaty, still it was the merit of the reform party; and it was a great merit; it did a great service to Canada. That, as we all know, was a treaty for reciprocal free trade in the natural productions of the two countries."

Dr. Pugsley here remarked that ex-Lieut. Governor McClelan in 1854 had represented Albert county in the local house. He knew the benefits derived from reciprocity at that time and it was a pleasing and significant fact that after fifty-seven years he was again giving his support to the reciprocal agreement and doing his part in sending Dr. McAlister to parliament. (Cries of hear, hear.)

Sir John Thompson.

Dr. Pugsley next referred to the manifesto issued by Sir John Thompson, another Conservative leader, to his constituents in 1891 in which he said:

"We have made to the government of the United States, through the government of Great Britain, proposals for reciprocity in trade, which we have good reason to believe will result in an arrangement by which the markets of the United States will be reopened to the products which our people desire most to send there.

"A fair measure of reciprocity is what we desire, and we have no doubt that that can be obtained without undue sacrifices."

He next told how Sir Charles Tupper had been anxious to have the agreement to go through and like him the Hon. Geo. E. Foster.

Hon. Mr. Hazen, Too

Again, continued the minister, we have another gentleman occupying a distinguished position in this community who had something to say on this question. I refer to the Hon. J. D. Hazen, the present premier of New Brunswick, who, in reply to the speech from the throne in 1891 expressed pleasure as the representative of the city and county of St. John and as a member of the Conservative party, at the announcement made by the (Conservative) government that they were about to enter into negotiations for a reciprocity treaty with the United States.

"In the House of Commons on May 7, 1891, Mr. Hazen moved the address in reply to the speech from the Throne, which contained in Clause three the following:

"'That we are pleased to be informed that His Excellency's advisers availing themselves of opportunities which were presented in the closing months of last year, caused the administration of the United States to be reminded of the willingness of the government of Canada to join in making efforts for the extension and development of the trade between the Republic and the Dominion, as well as for the friendly adjustment of those matters of an international character which remain unsettled; that we learn with great satisfaction that these representations have resulted in an assurance that, in October next, the government of the United States will be prepared to enter on a conference to consider the best means of arriving at a practical solution of these important questions.'

"In Hansard of May 1, 1891, there is recorded a speech of Mr. Hazen's in which he said:

"'It was, I think, most expedient and very proper that the advisers of His Excellency, late last year, should have reminded the government of the Great Republic to the south, of our willingness to join with them in developing the trade between the two countries. In doing this the government of the day were simply following out the policy which we have pursued in this country ever since the year 1897, when they caused that policy to be embodied in an act which was then placed upon our statute-book. Now, Sir, it must also be very gratifying to this house to know that, our government having reminded the government of the United States of their willingness to treat with them, a time has been fixed in the month of October next, for holding a conference for the purpose, not only of considering trade matters, but, for the purpose, also, if possible, of arriving at an amicable settlement of all matters in dispute between the two countries including the fishing question and the Behring Sea dispute. That conference, I believe, will be watched with very great interest by the people of this whole North American Continent. The relations and the interest of the people of the two countries which compose the northern part of this continent, are, in a commercial way, in a social way, and in a friendly way, closely interwoven in many respects, and I believe, that if a fair reciprocity treaty can be effected along the lines of the old treaty of 1854, it will be of considerable benefit to both countries, and that it will meet with favor from all parties in the Dominion of Canada.'

"Nobody will charge that these Conservatives were any less loyal than the men who now lead the Conservative party; no one will venture to suggest that these Conservatives were less mindful of the best interests of Canada than those who now lead the party; no one will suggest that they would negotiate for a reciprocity treaty which they thought would have a tendency to draw Canada away from her allegiance to the mother county. But, these gentlemen say to us: the times have changed, and what might be good for Canada in 1891 is not good for Canada today. Surely that argument does not apply to the contention that reciprocity is apt to lead to dismemberment of the empire; surely, if to increase our trade with the United States is likely to weaken our attachment to the mother country today, it must have had the same effect twenty years ago.

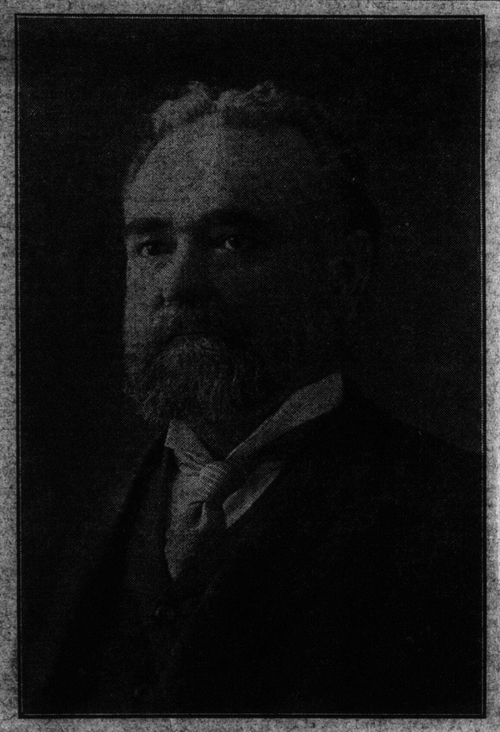
"Now, Sir, if there was any danger at all, it must have been greater twenty years ago, because Canada had then entered upon a stage of development. Canada was not so prosperous as she is today, and her people were not in such a position of self-reliance then as they are now. Since then, the population of Canada has increased, her resources have been developed, her trade has extended, and today our people are far more powerful and more able than they then were to stand for what they believe to be the true interests of Canada and the empire."

A Telling Summary.

"So," said the minister, "what Sir John Macdonald ratified, what Sir John Thompson desired, what Sir Charles Tupper was anxious for, what Hon. George E. Foster deemed advantageous, what Hon. J. D. Hazen considered to be in the best interests of Canada the Liberals of today have succeeded in getting for you. (Ap-

(Continued on page 3, third column.)

GREAT HARBOR WORKS AT PORT OF ST. JOHN



HON. WM. PUGSLEY

Ready for Tenders Soon as Transfer is Completed

EXTEND BREAKWATER

Hon. Mr. Pugsley's Plans to Make Thoroughly Commodious and Up-to-Date Harbor—New Post Office to Be Handsome Large Building, Much Like That of Winnipeg—Report on Site Likely in Few Days.

Wednesday, Aug. 9

Additional information in reference to the great works under way or to be carried out by the dominion government on the western side of St. John harbor was given in an interview with Hon. Mr. Pugsley, minister of public works, last evening.

"The specifications for the work to be first done on the west side," said Hon. Mr. Pugsley, "have been prepared and the department is ready to call for tenders, but before doing so I think it proper that the transfer agreed upon should be completed. I do not know of anything standing in the way of this, and I am expecting every day to learn that the necessary documents have been signed.

"The first work will consist of the building of a wharf from the harbor line to the southward of Sand Point inshore to and upon the 400-foot strip, so called, a distance of about 800 feet, then extending southward on the 400-foot strip a distance of about 800 feet.

"This will form a part of the system of wharves to be constructed, and will, as soon as completed, form a protection for the filling in to be done by the C. P. R. on its property and by the government on the inner portion of the 400-foot strip which is to be transferred to the crown.

"The dredging for this work will be done to a depth of forty feet in order that accommodation may be afforded in future for the largest sized vessels which may come to the port, when further dredging may be done without interfering with the wharves. At present the dredging for the ship berths is being done to a depth of thirty-two feet at low tide.

"An immense deal of work has been done in dredging for the wharves and ship berths, and the requisite depth has now practically been obtained for the first series of new wharves.

The Channel.

"I conferred with the resident engineer, Mr. Shewen, who is in charge of the work, on Monday, and am greatly pleased with the splendid progress which has been made by the dredge Fielding, and also with the work recently done by the Stonelifter in removing very large boulders, which were encountered during the progress of the dredging work.

"The channel entrance will soon be of sufficient depth to enable the largest steamers, such as the Empresses, to enter and leave the port at all stages of tide. This is very important because it will prevent delay to the vessels which has hitherto taken place and which has been regarded by steamship owners as a serious drawback.

Extend the Breakwater.

"In this connection I might mention that, in addition to the building of the west side wharves, there is still another great work of improvement to be done upon the west side in order to prevent the dredged channel from filling in with silt—that is the extension of Negro Point breakwater to Partridge Island.

"This has been under consideration by the engineers of my department for some time but, owing to the pressure of other work in the harbor, it has been found necessary to delay entering upon this. When the breakwater is extended, it will not only prevent silt from again interfering with the depth of the channel but will afford a very excellent shelter for smaller vessels in the locality which will thus be entirely protected from southwest gales.

"The work already done by the government on the west side, and in improving the entrance to the harbor, will, I trust, be accepted by our citizens as an earnest of the recognition of the advantages of the harbor of St. John as one of the national ports of Canada, and of the intention of the government to complete the work which is necessary to make it a thoroughly commodious and up-to-date harbor."

Courtenay Bay.

Asked about the Courtenay Bay work, Hon. Mr. Pugsley said: "The tenders will close on Thursday next, Aug. 10, and, while I do not know definitely, I have reason to believe that a number of tenders will be submitted as several very prominent and wealthy contracting firms have had engineers for some months carefully studying the project and have asked for forms of tender. Nothing will be known, however, until the tenders are opened at the latter part of this week."

Hon. Mr. Pugsley was asked relative to the establishment of a shipbuilding plant and for the building of war vessels.

(Continued on page 3, fifth column.)

CANNOT STAND STILL

"Let well enough alone"—the stand-still slogan of the anti-reciprocity campaign—is not good enough for a young nation-in-the-making.

Take the case of Nova Scotia, for instance. There tariff relief, under the reciprocity agreement, offers a renaissance of development and prosperity. Under Confederation and subsequent protective tariffs in natural products the producers of the sea-side Provinces found themselves isolated from the big next-door markets of the New England States. Nova Scotia fishermen, like Prince Edward Island potato-growers, were denied free access to their natural customers.

Nova Scotia made a plucky fight against tariff odds. Despite the United States' duty on fish of all kinds, varying from one-quarter cent to 1 1-4 cents per pound, the Canadian fishermen of that province have succeeded in marketing in the United States during the year ending June 30, 1910, in all 73,244,372 pounds of their surplus fish of all kinds, valued at $4,800,472. But to do this they had to contribute approximately over $60,000 in duty to the United States.

The handicap has been too great. The Halifax Chronicle, in a recent article dealing with the relative decline in population experienced by these smaller partners in Confederation, states that "high protection, Canadian and American, has been sucking their life blood," and adds frankly that they "have been steadily withering for over thirty years."

If the Maritime Provinces are to grow in population and wealth they must secure some means of expansion by markets for their surplus natural products. "We cannot stay at home, swap jack-knives with one another and thereby grow rich and multiply," says The Chronicle. "We must have outside markets for our products."

This is the solution furnished by reciprocity. Unable to secure adequate custom for their products in Canada and the United Kingdom, the people of Nova Scotia seek entrance to the natural next-door market. There are enough people in Boston alone—the best fish market in the world—to buy almost everything that Nova Scotia has to sell, and back of Boston are New York and all the great American cities of the United States seaboard.

Nova Scotia cannot afford to "let well enough alone." That is why the people of the Maritime Provinces are for Laurier and larger markets.

—Toronto Globe.

RECIPROCITY WILL BRING HIS BOYS AND GIRLS BACK HOME

(Interview with Charlotte County Fisherman).

"I am sixty years old. Do you know what reciprocity means to me? It means the return of my sons—one is in Boston. He writes me that he is tired of the city and says: 'Father, if reciprocity wins, I'll go home.' The other boys will come too—I know it. There will be plenty for us all. We will build weirs; we will till the soil and we will raise sheep, and the surplus we will be able to sell.

Reciprocity will bring the boys home, the girls will follow and this part of the county of Charlotte will come into its own and be what nature intended it should—a home for a contented community of men and women, who are wearing their hearts out, striving for existence in the sweltering cities in the States."