

The Semi-Weekly Telegraph

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THE DAILY TELEGRAPH THE SEMI-WEEKLY TELEGRAPH THE EVENING TIMES

New Brunswick's independent newspapers. These newspapers advocate British connection, honesty in public life, measures for the material progress and moral advancement of our great Dominion. No graft! No deals! "The Thrift, Shamrock, Rose emblem, the Maple Leaf forever."

Semi-Weekly Telegraph and The News

ST. JOHN, N. B., DECEMBER 6, 1911.

PROTECTION AND FISH

Diurnal once declared that "protection was not only dead but damned." While this may be true in England, the Americans who eat fish might as enthusiastically declare in their country it is damned without being dead. In 1895 the government of Newfoundland began retreating on account of some of the absurd regulations by which the United States sought to protect "Lodge's smelt," and since that the catch of cod on the Grand Banks and Western banks by the Gloucester fishermen has been greatly decreased in amount and enormously increased in price.

In 1892 the catch was 474,078 quintals; in the following year it reached nearly 600,000. In 1905 it was 140,000, and it has hovered round these latter figures since. The New England deep-sea fishery is an almost moribund, decaying industry, and every year Gloucester finds it more difficult to get bait and fish. The result has been to make every American pay double prices for his fish. Indeed he has paid more than double; the catch of 1905 was valued at a higher figure than 1885 although it was less than a third in quantity in the latter year.

The fishing industry in Gloucester has brought into the city a large number of hardy foreigners from every nation that loves the sea. About one-third of the population of the city is foreign born. It is an important fishing port, with a population half the size of St. John. To keep it in existence the people of the whole country have decided to tax themselves heavily for this article of food. It would be much more profitable to stop paying taxes to support them and buy fish from others. Adam Smith said a century ago: "Neither the public nor individuals will suffer any more from the occasional disbanding of some particular classes of manufactures than from that of soldiers at the close of a war. Our manufacturers have no doubt great merit with their country, but they cannot have more than that which is due to them. They are 'artificial' men, and they are to be treated with more delicacy."

EXEMPT IMPROVEMENTS

In Ontario Sir James Whitney is fighting against the desire of 300 municipalities which ask for the power to exempt improvements, wholly or in part from taxation. The Conservative Ottawa Citizen, noticing the Premier's assertion that this taxation policy is only another form of Henry George's dream, gravely lectures the misguided and peevish statesman as follows:

The theory by which Henry George is best known is that of the single tax—that the value given to land by the public belongs of right to the public and should be taken to pay the expense of public services.

This antagonized the land owners of the world. The greatest body of land-owners that ever lived, probably, is that which meets under the presidency of the lord chancellor in the house of lords of Great Britain. They are "artificial" men. Their first spokesman against George, the late Duke of Argyll, pined George as a "dreamer," but also denounced him as a would-be robber. Within the last two years we have seen the British public engaged in a continuance of that controversy. On one side was another George, a Welshman, the chancellor of the exchequer, using the very arguments used by his great namesake and using them because they

had been used, during the great meetings in Wales when Henry George appealed with power to the colliers and farmers, and because these people had handed on these arguments to their eloquent champion of this day. On the other side were the lords and their friends, using the worn cliche of privilege. Did the "dreamer" dream true?

But that which today marks Henry George as a "dreamer" for many people who think they are practical, but who are only pessimists and unimaginative, is that he held up to the world the glorious hope that the single tax would distribute equitably the wealth of the world, would abolish both undeserved riches and undeserved poverty, and would bring about a condition of things millennial in its happiness compared with that which existed when he wrote. And thus far the practical people are right.

But is there no hope that this most glorious dream may come true also? Consider the state of public opinion when George wrote. The awful doctrine of Malthus, that starvation was the natural, the inevitable, the never-failing end of those whom fate or folly had placed at the outer margin of society, ruled the philosophy of the time. This doctrine had been made one of the bases upon which was reared the evolutionary philosophy which not merely ruled men's thoughts, but molded their very minds and dictated even their everyday words. But who is there today with any reputation as a thinker who will say that this is such a world as Malthus taught us to believe it to be? Careless people, men who write hurriedly, and therefore must give reasons offhand, sometimes speak of such a case as India, for instance, involving this preposterous so-called "pressure of population upon the means of subsistence." But, though the thinkers have not formally accepted George's conclusion that this is a world of plenty and not a world of scarcity, at least the outworn absurdity of Malthus has been tacitly abandoned. And, on the other hand, everywhere there are signs that new hope springs in the breasts of men everywhere that we may yet work out the sun in simple division which means to so distribute the plenty for all that there shall be plenty for each.

But whether Henry George dreamed true and if so and his dream will be today delayed in practical expression or the reverse has no bearing on the question of municipal taxation now agitating provincial politics. The municipalities of Ontario are demanding the right to decide each for itself whether it shall or shall not exempt improvements wholly or in part from taxation. With this question of home rule Henry George had nothing to say and even Sir James Whitney cannot delay much longer its enactment into law.

COURTENAY BAY

Those who have followed the discussion in Parliament concerning the preparation of Courtenay Bay to handle the traffic of the Grand Trunk Pacific will regret to note that Conservative statements concerning this matter are marked from day to day by an indefinite note which cannot fail to promote uneasiness as to the outlook.

There is nothing at all in the five-gun theories some are advancing as to whether or not an appropriation for Courtenay Bay expenditure ever was authorized. Further, it does not make the situation any better when Mr. Hazen and Mr. Monk and Mr. Fowler begin to talk about waiting for the completion of the Quebec bridge or the Valley Railway, because while the Quebec bridge and the Valley Railway are both great and necessary projects, and while they are both of Liberal origin and will have Liberal support, the Grand Trunk Pacific will bring much freight to Atlantic tide-water before either of these other projects has been completed. The Canadian Northern has a freight arrangement with the I. C. R., and the Grand Trunk Pacific has access to Moncton over the Transcontinental and can reach St. John over the Intercolonial. The Valley Railway will be utilized in time, but it has to be built first. The Quebec bridge is a big contract, and necessarily so, but freight will either be carried across on a car ferry or will go around by another route while the bridge is being built.

The situation at Ottawa with respect to Courtenay Bay is simple enough. Hon. Mr. Pugsley had carried the plan along to a point where the old government was ready to let the contract for the completion of the whole scheme of development, and that contract, to which Parliament was committed, would have been let, and the work would have been begun, had the Liberal government been sustained. But Courtenay Bay is a national and a commercial matter rather than a political one, and the best transportation authorities told us a year ago that, even if the work were pushed forward as rapidly as possible from that date, the traffic would be here before the port would be ready to handle it. As the work to be done in Courtenay Bay is national in character, delay in carrying it out is neither necessary nor excusable. The preliminary work, at least, could be commenced next week or next month just as well as later on, and it must be commenced soon unless the interests of national transportation are to be neglected. For while St. John will benefit by the development of its eastern harbor, the more important fact is that this is the natural port for the winter term of the Grand Pacific and the Canadian Northern, and that unless this port is ready in time, traffic which should come here will necessarily be diverted to other places, in violation of the natural law, that other things being equal, freight seeks the shortest cheap haul.

When Hon. Mr. Pugsley was Minister of Public Works his opponents frequently charged him with promising too much and doing too little, and with being too optimistic about the time when Courtenay Bay would be ready. Now the Conservative government has taken over, both the Liberal policy with respect to Courtenay

OUR FAILING OYSTER CROP

Canada's oyster crop, which comes mainly from the Maritime Provinces, requires immediate and drastic attention. In 1892 Canada was at the height of its oyster production, and harvested 64,648 barrels. Since 1901 the yield has never risen above 40,000 barrels. In 1907 it fell to 37,299. By 1910 it had risen to 38,535. The greatest decline has been in Prince Edward Island, which fell from 57,042 in 1882 to 9,674 in 1907. New Brunswick, from 1885 to 1890, had an average annual production of 21,000 barrels. This declined to 12,470 in 1906; it has since been increasing slowly.

While waste, neglect, and improvidence have been ruining the Canadian oyster industry, the demand, both local and foreign, has been increasing rapidly, and in twenty years prices have increased by 240 per cent. In 1890 the price was \$1.00 per barrel. In 1908 and 1909 prices ranged from \$6.80 to \$7.00 per barrel. Canadians consumed in 1909-10, 380,500 gallons of foreign grown oysters, in spite of a duty of from 17-1/2 per cent to 25 per cent on oysters in the shell, and from one and one-half cents to three cents a pint for those shelled or preserved.

The total value of oysters imported in 1908-10 was \$308,108 and the duty paid on them was \$43,697. Thus Canada is paying to other countries \$350,000 a year for oysters which it could easily produce itself if the industry were carried on under proper conditions and the oyster beds were protected against illegal and improvident methods.

The information given here is issued by the Dominion Commission of Conservation in a pamphlet written by M. J. Patton, M. A., assistant secretary of the commission. The facts are forcibly presented, and should create a strong public sentiment in support of the conservation measures proposed by the commission.

WHY "TRUST BUSTING" IS NECESSARY

The present activity in investigating trusts and combines in the United States may produce only moderate results, but there is a determination that it will be applied as generally as possible. Now that the Interstate Commerce Commission has decided to investigate the business of the express companies with a view to determine whether or not they are obeying the law, an effort is being made to have the commission follow the same course with the telegraph companies of the country.

The telegraphic service and the charges therefor are of vital importance to the whole country. It has been asserted that exorbitant rates for unimproved services have been maintained either by actual combination for the restraint of trade or by "gentlemen's agreements," and that the telegraph and telephone service of the country is fast becoming a complete monopoly in the hands of a few.

The determination of the people to own the trusts, instead of having the trusts to own them, is evidently growing everywhere. The people are stronger than the monopolies, and one of the reasons they have not made their strength apparent is the uncertainty as to the standard to apply to large combinations. The standards of private morality and conduct are fixed; the Decalogue is still in existence. But it is a less simple matter to determine the relations of public corporations to stockholders, the public, and to competition.

Yet the standard of the future, astrologers can easily read in the stars. Frankness and publicity will be insisted upon; the tyrannous conditions of the past by which the monopolies maintained a law-defying and right-ignoring supremacy will be found impossible in days to come, and the benefits of competition will be restored to the people of the country.

The rule of right is at present striving to supplant the rule of self-interest. The difficulty is that there is at present no very clear conception as to how this is to be brought about. Mr. Taft says that it is by restoring the right of competition to the people of the country. But competition is not to be restored simply by resolving a few large combines into their original elements. Combination is the logic of the present tendency in business. It cannot be prevented without loss, and it cannot go on without fearful abuses which are being met by the present industrial philosophy which says that you can do anything with your fellow-man provided you do it "in the market."

The mighty revolution in industry which followed the introduction of machinery and superior organization has taken the artisan and toiler away from his cottage loom and his village shop and non-competitive brotherhood and placed him in grand trunk Pacific will bring much freight to Atlantic tide-water before either of these other projects has been completed. The Canadian Northern has a freight arrangement with the I. C. R., and the Grand Trunk Pacific has access to Moncton over the Transcontinental and can reach St. John over the Intercolonial. The Valley Railway will be utilized in time, but it has to be built first. The Quebec bridge is a big contract, and necessarily so, but freight will either be carried across on a car ferry or will go around by another route while the bridge is being built.

The work of restricting these tendencies, and of removing the evils wrought by the new industry and its philosophy, is one that will try all the skill of statesmen. An ancient Greek poet foresaw a time when "the shuttle would weave and the loom would play of itself," but the coming of that time has produced more evils than it has remedied. The monopolizers of power have taken such advantage of it that a state of passive discouragement almost can be noticed among reformers. The progress of humanity, Emerson tells us, consists in recognizing the truth that every private and separate good is a delusion. When the trusts are compelled to recognize this work of the Interstate Commission will be completed, but not till then. The "square deal" is still the big issue, and it will press harder and harder for settlement. We have difficulty in the church and state; we must divorce the "interests" and law-making. If we let the "interests" make our tariffs long enough we shall have an explosion.

WILL DECIDE ABOUT CHATHAM PULP MILL VERY SOON

Chatham, N. B., Dec. 3.—W. B. Snow has received a telegram from Mr. Haring of Montreal, who is negotiating the sale of Miramichi Pulp & Paper Company's property here, stating that the report of Carl Riddon and Charles Reed, who examined the plant for Sir John Millar, has been received, and is now being carefully examined by people interested in the project. The matter is being given earnest consideration. Their decision will be reached within a few days and will be made known by cablegram.

Whether the question is one of buying the mill alone or of also entering into negotiations for the purchase of Big Snowball plant as well and running two industries as one is not known. The first would require about \$400,000 to buy out and place in first class running order, while the latter proposition would require a capital of probably \$1,200,000 to swing, but it would give a plant for milling and pulp making purposes that could not be equalled in the three provinces.

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NOTE AND COMMENT

Cigarette smoking in the Dominion during the last fiscal year increased by nearly forty per cent, as compared with the year previous. The cigarettes consumed in the Dominion during the last fiscal year amounted to 49,770 pounds. Ontario leads in the consumption of cigarettes, Quebec comes next, and British Columbia is third in the use of "coffin nails."

Straws show how the wind is blowing. "Mr. David Kerr," says the Montreal Herald, "has been warning manufacturers not to forget to put their cost of production high enough when they submit 'information' for the guidance of the new government in tariff matters. The warning was sadly necessary; it is horrible to think of great national industries being wiped out for existence because they omitted to ask for sufficient protection. And the thing is so common."

It is all very well for Mr. Asquith to say that Britain does not want to be Germany away from her place in the sun, but we must not forget that the sun shines in a world in which the opportunities for the acquisition of German colonies and spheres of influence are extremely few. The British government must do something tangible to show that Mr. Asquith's phrase conveys a real expression of friendship for Germany, and a desire to live at peace with her.—Toronto Globe.

Britain proposed gradual disarmament. That was refused. She can scarcely relinquish her margin of security while Germany keeps on preparing for war.

The Westminster Gazette, London, of November 19, has the following: Mr. Bonar Law may fairly be regarded as the first native of New Brunswick to reach a conspicuous position in imperial politics, and the maritime takes pardonable pride in his elevation. But it has long been noted, not only in Canada but in the States, for the large number of able men, lawyers and bankers, that it has produced. A well-known native of New Brunswick in the City is Mr. F. W. Taylor, the manager of the Bank of Montreal, in the same street. Not a little of this success may be ascribed probably to the fact that since the earliest days the New Brunswickers have always been, particularly well educated people. Their forefathers, the loyalists, who retired from the United States to this province at the conclusion of the War of Independence, included many of the most cultivated people in the American Continent. So much was this the case that it is said that immediately after 1783 there were more graduates of Harvard in New Brunswick and in Canada generally than there were in the United States.

Probably the best indications of the board's increasing usefulness and popularity in the community is shown by its growth in membership. As active business and professional men are not apt to be associated with any moribund organization, it is only six or seven years ago that the board had only 100 members on our roll did not exceed one hundred and forty-five, some of whom were so far in arrears with their dues that they could not really be considered members. We have today a membership of three hundred and eighty in good standing, as a careful system of weeding out those in arrears has been kept up from year to year.

The following matters dealt with by your council during the year are here referred to briefly for the purpose of record, as they have already been reported in full at the general monthly meeting of the board.

Among the other matters dealt with in the report is the proposed sale of the West Side wharves to the federal government for which negotiations were carried on; the fact that I would have had my friend from Simcoe (Mr. Bennett) in the city of St. John to aid me in our campaign on behalf of better trade relations with the United States, for the very anxious Mr. Bennett has presented to the house tonight would have been potent arguments with the people of St. John, and would have gone far to counteract the arguments advanced by my hon. friend the minister of marine and fisheries (Mr. Hazen); by my opponent, Mr. Powell, and by Mr. Sifton, who came there to speak against reciprocity, and also, by the prime minister. What was the argument they used? They said: If we have reciprocity with the United States, the products of the Canadian west are allowed to be admitted free into the United States, the result will be that the vast majority of the products of Canada will go south, or will reach the markets of the old world through the ports of the United States. I argued then, feeling it in my heart, in comparison with the arguments my hon. friend has presented tonight, but I argued that, with the unrivalled trade routes which Canada possesses in the St. Lawrence, in the great lakes, and by the Georgian Bay, we would grasp in the future, if we had reciprocity, not only the trade of our own great west, but we would be able to grasp a great share of the trade of the fertile states of the American west. That was the argument which I made, and any man who looks at the map, any man who studies the situation in the western states and in the Canadian west, will realize the truth of what I say, and the truth of what the hon. member for Simcoe has so well said tonight. Further, my hon. friend would have said that, in order properly to develop the trade, to develop it in the west, we must have return freights, whether the freight is being carried by railway or by steamship. My hon. friend said that the railways of our country are drawing the products of the west down to the seaboard over Canadian routes to ship them to the markets of the world through Canadian

ports, and that they would take back a return freight the manufacturers and other products of the East. I interposed the remark: To the United States as well! And he said, yes, to the western states as well.

A Strong Point. It is reasonable to suppose that if, under reciprocity, it would be true that the Canadian railways would draw eastward the case of farm implements, it would want to send freight cars back empty to Canada into those western states where they would be disposed of at remunerative prices, and so greatly aid the manufacturing industries of eastern Canada. Take the case of farm implements. If we had reciprocity so that our manufacturers could send farm implements into the western states, the Canadian railways would be glad to take them into one of the newest provinces of Canada, where he rapidly took the highest position in his profession, until he has now arrived at the position of a member of parliament. New Brunswick gave to the same province its governor. It has given to imperial politics the leader of the Unionist party; and it has given to North Toronto a very able gentleman in the person of the minister of trade and commerce (Mr. Foster). But when my hon. friend from Calgary goes back to New Brunswick, as he goes every year, or nearly every year, to visit his old home, and contrast the progress and great prosperity which he sees in other provinces of Canada, and especially in its western portion, with the want of progress and development which appears in the district in which he was born, he must regret that, instead of sending his sons and daughters abroad New Brunswick would not send more of its products of the farm and forest, mine and sea. My hon. friend was born and brought up in one of the loveliest sections of this country, on the banks of the Petfordic river, where the soil is capable of producing abundantly as that of any other part of Canada. Still, I doubt if the population of that district is any greater today than it was on the day my hon. friend was born. Now, there must be a cause for this.

Those of us who have watched the trend of events in the maritime provinces ever since confederation, have been of the opinion that the upper provinces do not give, and will not give, and cannot give the people of the maritime provinces a market for their natural products, which it is very desirable for them to have if they wish to attain that measure of prosperity which the people of Canada as a whole are reasonably entitled to look forward to. Our natural markets are in the great cities of the republic beside us. The natural markets of the maritime provinces are in the cities of Portland, Boston, Baltimore, Philadelphia and New York. Looking out from the city of St. John, we imagine we can see across the few hundred miles of water, where there is a great consuming population of upwards of 8,000,000, who would be glad to buy the products of the people of the maritime provinces, who would be glad to buy our goods, and who would be glad to buy our products. Ever since the abrogation of the reciprocity treaty which was made in 1896, the natural markets of our people have been denied to the maritime provinces, and instead of the progress, prosperity and development which our great natural resources would reasonably entitle our people to expect, we have found practically no growth, practically no increase in population, practically no development of business. We have found many of our farms abandoned, we have seen little increase in population, and we have seen a friend from Carleton (Mr. Carvell) say today, the last census returns tell the tale in a most emphatic manner.

Sir, I wish that during the late election I would have had my hon. friend from Simcoe (Mr. Bennett) in the city of St. John to aid me in our campaign on behalf of better trade relations with the United States, for the very anxious Mr. Bennett has presented to the house tonight would have been potent arguments with the people of St. John, and would have gone far to counteract the arguments advanced by my hon. friend the minister of marine and fisheries (Mr. Hazen); by my opponent, Mr. Powell, and by Mr. Sifton, who came there to speak against reciprocity, and also, by the prime minister. What was the argument they used? They said: If we have reciprocity with the United States, the products of the Canadian west are allowed to be admitted free into the United States, the result will be that the vast majority of the products of Canada will go south, or will reach the markets of the old world through the ports of the United States. I argued then, feeling it in my heart, in comparison with the arguments my hon. friend has presented tonight, but I argued that, with the unrivalled trade routes which Canada possesses in the St. Lawrence, in the great lakes, and by the Georgian Bay, we would grasp in the future, if we had reciprocity, not only the trade of our own great west, but we would be able to grasp a great share of the trade of the fertile states of the American west. That was the argument which I made, and any man who looks at the map, any man who studies the situation in the western states and in the Canadian west, will realize the truth of what I say, and the truth of what the hon. member for Simcoe has so well said tonight. Further, my hon. friend would have said that, in order properly to develop the trade, to develop it in the west, we must have return freights, whether the freight is being carried by railway or by steamship. My hon. friend said that the railways of our country are drawing the products of the west down to the seaboard over Canadian routes to ship them to the markets of the world through Canadian

REPORT OF BOARD OF TRADE AND COMMERCE OF THE PROVINCE

Good Work Done During the Year for City and Province

NEED OF MORE Urgent Question of Immigration to Eastern Provinces—All Boards of Trade Should Unite in Agitation for Publicity Campaign—Interesting Statements.

The efforts of the Board of Trade to advance the interests of the city of St. John are set forth in an interesting manner in the annual report of the council of the board which will be submitted to the annual meeting on Monday. The report has been carefully prepared, and makes a concise history of what is being done to stimulate the growth, development and prosperity of the city.

One of the most important matters dealt with is the problem of increasing the flow of immigration to Eastern Canada. Concerning this the report says: "The council has given some attention to the question of increasing the immigration to the Eastern provinces by the press and the Board of Trade of these provinces, in the hope that such an agitation might lead to the establishment of a definite policy of cooperation between the governments of the province and the federal government. Through the efforts of the president, the Canadian Courier and some of the leading papers in Montreal and Toronto have devoted considerable space to the question."

The vigorous immigration policy of the federal government and big railway companies has focused the attention of the emigrant on Western Canada, but the future of that part of the country in this respect is practically assured, and the present government might be expected to pursue a similar policy in the interest of Eastern Canada. With the splendid inducements these provinces offer in fertile lands, capable of producing all the staples of the farm, such as wheat, corn, oats, etc., with good markets within a few miles of the farm and direct railway transportation from the farm to these markets, with education, religious, and social conditions very similar to that of the better class of emigrant has been accustomed to at home, it ought not to be a difficult problem to get European immigrants to settle in these provinces, where in addition to the many other advantages they offer over the western country, they would be some three thousand miles nearer their old homes.

A Big Question. "The question is too big for any single board to handle independently, and we would strongly recommend board soliciting the co-operation of the boards of trade of the Eastern provinces in a definite policy of cooperation with the federal government for some recognition in its immigration policy."

The last year has been an unusually quiet one on account of the interest in the work which has been shown by the citizens. Concerning this the council says: "It is most gratifying to your council that the members of the board of trade, both in activity and membership. Committee meetings, council and general board meetings are held much more frequently, the scope of the board's activities has been extended, and the members coming up for consideration are dealt with with thoroughness and dispatch which alone makes the action of the board a body of real value to the community."

Probably the best indications of the board's increasing usefulness and popularity in the community is shown by its growth in membership. As active business and professional men are not apt to be associated with any moribund organization, it is only six or seven years ago that the board had only 100 members on our roll did not exceed one hundred and forty-five, some of whom were so far in arrears with their dues that they could not really be considered members. We have today a membership of three hundred and eighty in good standing, as a careful system of weeding out those in arrears has been kept up from year to year.

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Among the other matters dealt with in the report is the proposed sale of the West Side wharves to the federal government for which negotiations were carried on; the fact that I would have had my friend from Simcoe (Mr. Bennett) in the city of St. John to aid me in our campaign on behalf of better trade relations with the United States, for the very anxious Mr. Bennett has presented to the house tonight would have been potent arguments with the people of St. John, and would have gone far to counteract the arguments advanced by my hon. friend the minister of marine and fisheries (Mr. Hazen); by my opponent, Mr. Powell, and by Mr. Sifton, who came there to speak against reciprocity, and also, by the prime minister. What was the argument they used? They said: If we have reciprocity with the United States, the products of the Canadian west are allowed to be admitted free into the United States, the result will be that the vast majority of the products of Canada will go south, or will reach the markets of the old world through the ports of the United States. I argued then, feeling it in my heart, in comparison with the arguments my hon. friend has presented tonight, but I argued that, with the unrivalled trade routes which Canada possesses in the St. Lawrence, in the great lakes, and by the Georgian Bay, we would grasp in the future, if we had reciprocity, not only the trade of our own great west, but we would be able to grasp a great share of the trade of the fertile states of the American west. That was the argument which I made, and any man who looks at the map, any man who studies the situation in the western states and in the Canadian west, will realize the truth of what I say, and the truth of what the hon. member for Simcoe has so well said tonight. Further, my hon. friend would have said that, in order properly to develop the trade, to develop it in the west, we must have return freights, whether the freight is being carried by railway or by steamship. My hon. friend said that the railways of our country are drawing the products of the west down to the seaboard over Canadian routes to ship them to the markets of the world through Canadian

ports, and that they would take back a return freight the manufacturers and other products of the East. I interposed the remark: To the United States as well! And he said, yes, to the western states as well.

A Strong Point. It is reasonable to suppose that if, under reciprocity, it would be true that the Canadian railways would draw eastward the case of farm implements, it would want to send freight cars back empty to Canada into those western states where they would be disposed of at remunerative prices, and so greatly aid the manufacturing industries of eastern Canada. Take the case of farm implements. If we had reciprocity so that our manufacturers could send farm implements into the western states, the Canadian railways would be glad to take them into one of the newest provinces of Canada, where he rapidly took the highest position in his profession, until he has now arrived at the position of a member of parliament. New Brunswick gave to the same province its governor. It has given to imperial politics the leader of the Unionist party; and it has given to North Toronto a very able gentleman in the person of the minister of trade and commerce (Mr. Foster). But when my hon. friend from Calgary goes back to New Brunswick, as he goes every year, or nearly every year, to visit his old home, and contrast the progress and great prosperity which he sees in other provinces of Canada, and especially in its western portion, with the want of progress and development which appears in the district in which he was born, he must regret that, instead of sending his sons and daughters abroad New Brunswick would not send more of its products of the farm and forest, mine and sea. My hon. friend was born and brought up in one of the loveliest sections of this country, on the banks of the Petfordic river, where the soil is capable of producing abundantly as that of any other part of Canada. Still, I doubt if the population of that district is any greater today than it was on the day my hon. friend was born. Now, there must be a cause for this.

Those of us who have watched the trend of events in the maritime provinces ever since confederation, have been of the opinion that the upper provinces do not give, and will not give, and cannot give the people of the maritime provinces a market for their natural products, which it is very desirable for them to have if they wish to attain that measure of prosperity which the people of Canada as a whole are reasonably entitled to look forward to. Our natural markets are in the great cities of the republic beside us. The natural markets of the maritime provinces are in the cities of Portland, Boston, Baltimore, Philadelphia and New York. Looking out from the city of St. John, we imagine we can see across the few hundred miles of water, where there is a great consuming population of upwards of 8,000,000, who would be glad to buy the products of the people of the maritime provinces, who would be glad to buy our goods, and who would be glad to buy our products. Ever since the abrogation of the reciprocity treaty which was made in 1896, the natural markets of our people have been denied to the maritime provinces, and instead of the progress, prosperity and development which our great natural resources would reasonably entitle our people to expect, we have found practically no growth, practically no increase in population, practically no development of business. We have found many of our farms abandoned, we have seen little increase in population, and we have seen a friend from Carleton (Mr. Carvell) say today, the last census returns tell the tale in a most emphatic manner.

Sir, I wish that during the late election I would have had my hon. friend from Simcoe (Mr. Bennett) in the city of St. John to aid me in our campaign on behalf of better trade relations with the United States, for the very anxious Mr. Bennett has presented to the house tonight would have been potent arguments with the people of St. John, and would have gone far to counteract the arguments advanced by my hon. friend the minister of marine and fisheries (Mr. Hazen); by my opponent, Mr. Powell, and by Mr. Sifton, who came there to speak against reciprocity, and also, by the prime minister. What was the argument they used? They said: If we have reciprocity with the United States, the products of the Canadian west are allowed to be admitted free into the United States, the result will be that the vast majority of the products of Canada will go south, or will reach the markets of the old world through the ports of the United States. I argued then, feeling it in my heart, in comparison with the arguments my hon. friend has presented tonight, but I argued that, with the unrivalled trade routes which Canada possesses in the St. Lawrence, in the great lakes, and by the Georgian Bay, we would grasp in the future, if we had reciprocity, not only the trade of our own great west, but we would be able to grasp a great share of the trade of the fertile states of the American west. That was the argument which I made, and any man who looks at the map, any man who studies the situation in the western states and in the Canadian west, will realize the truth of what I say, and the truth of what the hon. member for Simcoe has so well said tonight. Further, my hon. friend would have said that, in order properly to develop the trade, to develop it in the west, we must have return freights, whether the freight is being carried by railway or by steamship. My hon. friend said that the railways of our country are drawing the products of the west down to the seaboard over Canadian routes to ship them to the markets of the world through Canadian

REPORT OF BOARD OF TRADE AND COMMERCE OF THE PROVINCE

Good Work Done During the Year for City and Province

NEED OF MORE Urgent Question of Immigration to Eastern Provinces—All Boards of Trade Should Unite in Agitation for Publicity Campaign—Interesting Statements.

The efforts of the Board of Trade to advance the interests of the city of St. John are set forth in an interesting manner in the annual report of the council of the board which will be submitted to the annual meeting on Monday. The report has been carefully prepared, and makes a concise history of what is being done to stimulate the growth, development and prosperity of the city.

One of the most important matters dealt with is the problem of increasing the flow of immigration to Eastern Canada. Concerning this the report says: "The council has given some attention to the question of increasing the immigration to the Eastern provinces by the press and the Board of Trade of these provinces, in the hope that such an agitation might lead to the establishment of a definite policy of cooperation between the governments of the province and the federal government. Through the efforts of the president, the Canadian Courier and some of the leading papers in Montreal and Toronto have devoted considerable space to the question."

The vigorous immigration policy of the federal government and big railway companies has focused the attention of the emigrant on Western Canada, but the future of that part of the country in this respect is practically assured, and the present government might be expected to pursue a similar policy in the interest of Eastern Canada. With the splendid inducements these provinces offer in fertile lands, capable of producing all the staples of the farm, such as wheat, corn, oats, etc., with good markets within a few miles of the farm and direct railway transportation from the farm to these markets, with education, religious, and social conditions very similar to that of the better class of emigrant has been accustomed to at home, it ought not to be a difficult problem to get European immigrants to settle in these provinces, where in addition to the many other advantages they offer over the western country, they would be some three thousand miles nearer their old homes.

A Big Question. "The question is too big for any single board to

COGNAC'S WORKS TELLS WHY NEW MARKETS FOR ITS PRO- DUCTS OF CONSERVATIVE DE- MONK-BOURASSA ALLIANCE PEOPLE SUPPOSED THEY HAT THEY HAVE IN THE

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INTEREST HORTICULTURE MARKET GARDENING

What the Ottawa Experimental Farm Has Done to Assist Vegetable Growers.

During the past twenty-three years in which experiments with vegetables have been conducted at the Central Experimental Farm, Ottawa, very few suggestions have come from vegetable growers as to what kind of work they would like to have done, hence those in charge of the work have been left to their own devices to plan the experiments which were undertaken.

The experimental farm system was established primarily to help the farmer and while all Canadians have a right to ask for assistance, and should get it, the farmer, we think, has first claim; hence during the past twenty-three years it has been necessary in planning our work to keep in mind the needs of the great majority of people who grow vegetables, namely, the farmers who, unlike those who make vegetable growing a business, are comparatively unfamiliar with the best methods of culture. The needs of the commercial grower have, however, not been overlooked and the varieties which are most suitable for table use, while the market gardener should have high yield, earliness, uniformity, and attractiveness, as well. During the twenty-three years in which we have been experimenting hundreds of varieties of vegetables have been tested. For some years a list has been published in the annual report, every other year of what have been found to be the best. Our present practice is to test the varieties, each year, which we recommend, a few others almost or quite as well, and in addition the varieties which are most suitable for table use, while the market gardener should have high yield, earliness, uniformity, and attractiveness, as well. During the twenty-three years in which we have been experimenting hundreds of varieties of vegetables have been tested. For some years a list has been published in the annual report, every other year of what have been found to be the best. Our present practice is to test the varieties, each year, which we recommend, a few others almost or quite as well, and in addition the varieties which are most suitable for table use, while the market gardener should have high yield, earliness, uniformity, and attractiveness, as well.

Malakoff corn, an exceptionally early variety which was introduced some years ago from Russia by Prof. Hansen of the South Dakota Experiment Station. This variety is earlier than Early Cerise, is much earlier, and is very productive. The ears of the type are, however, rather small. We are selecting for longer ears and increased earliness, and have now some very promising strains. Some seed distributed to a few growers this year has given very satisfactory results. Early strains of beans and peas are being developed. Our main object in this work is to demonstrate the advantage of careful selection of home-grown seed.

Special attention has been given to the study of the potato and many experiments have been conducted with this important vegetable. A bulletin on potato culture was published in 1906 giving the results of experiments and the methods of culture and the varieties recommended. So great was the demand for this bulletin that a new edition had to be published in 1910. During the past few years the question of change of seed in regard to potatoes has been studied and a paper was read before this association two years ago on this subject. It has been found that the yield on potatoes depends a great deal on where and in what kind of season the seed potatoes were grown and the kind of crop from which they were taken. The results show that potatoes which are prematurely ripened by hot, dry weather do not make as good seed nor give as large yields as those grown where the weather is cooler and the potatoes do not ripen so rapidly or thoroughly.

Potatoes a little immature are better for seed than those which are well matured. The paper referred to is suggested that seed from northern Ontario would give as good results as seed from the maritime provinces, and we are glad to learn that this association is now advocating obtaining seed potatoes from the Maritime. Testing to determine the relative earliness of varieties, freedom from blight, and resistance to late blight, immunity from disease are other features of the work with potatoes. Other experiments which might be mentioned are the testing of the relative immunity of late varieties of cabbage from rot; the Houser having been found to be the variety freest from disease for several seasons. For a number of years the varieties of garden peas which have been found to be the most promising have been tested side by side in 100 foot rows and the yields of green pods recorded. In this way the most productive from a market gardener's standpoint have been determined. The relative ability of different varieties of lettuce to withstand the heat in summer has been determined after several years' test, and the Feberg, Hanson and Giant Golden Hearted or Giant Crystal Hearted have been found to stay longest in condition. The testing of the keeping qualities of different varieties of celery has resulted in finding that French Success, Triump and Perfection Hearted are three of the best. This year a small area of glass became available and we are testing a number of twenty varieties of tomatoes under glass. The test is not complete, but so far Dobbie's Champion is the most promising, and the varieties of 'Tobac, Clippen, Industry next best.

might be mentioned, but those which are here recorded will give the members of the association some idea of what we are trying to do. In our program we are helping the farmer and market gardener in every way we can. There are no fillers of the soil who better to grow poultry and they make them the vegetable growers. With his face close to the soil in the hot summer weather, weeding and thinning his crops, none but those who are enthusiastic in their interest of great endurance can stand the heat and also cope with the many insects and fungous enemies which afflict their crops, and which are not only a nuisance but also maintain a strong belief in their own calling. W. T. Macoun, Dominion Horticulturist, at the convention of the Ontario Vegetable Growers' Association.

NEW BRUNSWICK FRUIT

At the Ontario Horticultural Exhibition held at Toronto in November, the province of New Brunswick had fifty boxes of apples on display that were pronounced as good as any at the show. There were shown about 3,000 boxes from the leading fruit districts of Ontario, but none excelled in appearance the exhibit from this province. The New Brunswick display had a commanding position in the hall and attracted much attention. The fifty boxes consisted of McIntosh, Fameuse, King, Bedford, Red and Yellow, and River. All the apples were very highly colored and of fine quality, and the packing was uniformly good. The fact that the exhibit traveled from New Brunswick to the Toronto show is a fair proof of the quality of the fruit, provided the exhibitor was prepared and it took it to Toronto.

At the annual convention of the Ontario Fruit Growers' Association, held at Toronto in November, Mr. J. G. Turvey delivered a short address on "Fruit Growing Progress and Prospects in New Brunswick." He pointed out that this province is yet only in its infancy as a producer of fruit, yet the good conditions and great opportunities were open for men who would grow fruit in a business-like way. An acre could be obtained at from \$10 to \$15 and a man could make a good living from it. He pointed out that the province offers great opportunities for investment. Being within five days of Old Country markets, is another advantage. The fruit growing in New Brunswick is a fair price. The very people who are now making every penny count, if you have the best of foundation stock, you can get better prices for everything you raise. The best prices will be for the apples in the spring, and the cockles will more than double in price if you knew the trade that you could work up even in your neighborhood for eggs and eggs of the best quality. The very people who now think would not pay more than four shillings for a cockle would give three times that amount if they saw one in your yard that pleased them. Good foundation stock means good prices for whatever you have to sell.

POULTRY POULTRY FARMING

Man Who Left Ministry Found in It Health and Profit

After being compelled to leave the work of the ministry on account of a nervous breakdown, it was somewhat of a proposition to know what to do. With a family one must do something, unless there is plenty of money in the coffers, which, unfortunately, most ministers do not have. It has been found that the man who left the ministry to go to the country, where he was engaged in poultry farming, has found that it is a very profitable and health-giving occupation. The man who left the ministry to go to the country, where he was engaged in poultry farming, has found that it is a very profitable and health-giving occupation. The man who left the ministry to go to the country, where he was engaged in poultry farming, has found that it is a very profitable and health-giving occupation.

DAIRY DAIRY POINTERS

Some Practical Suggestions for the Milkman and Feeder.

Two parties determine whether or not the cow works to her limit, the milkman and the feeder. Both alike must give their work. A wonderful thing in the way of arousing the interest of the milkman is the dairy milk sheet, as it must also be a guide to the observant feeder. With what delight does the interested milkman add pound after pound to the daily yield of milk! With what solicitude does he recognize a gradual shrinking from day to day! How careful he is to get the last few drops of rich strippings that add many points to the fat test of his pails. How cheery are his merry whistled tunes, his snatches of song as he watches the foaming milk mount higher and higher, even to overflowing the capacious bucket. His satisfaction as he announces 23 lbs. 10 is a great reward for his care in the past. The milkman from his position behind the feeder is able to give valuable hints to the feeder looking to increased capacity on the part of the cow. Taken all in all, we must remember that the milkman plays a large part in the production of the dairy cow. But, after all, it is the feeder who holds the whip hand. His observation, his judgment, runs to every phase of the question. The old proverb has it, "The eye of the master foreshadows his cattle." This saying has a very wide application and can refer not only to the milkman, but to the dairyman up to a realization of their duties to the people who use their products. The dairyman who consoles his conscience by the fact that he stripped the milk but try to forget that stripping will not remove any of the soluble food that may be in the milk, is working against his own interests.

The wise feeder must have clean cows if he expects to have clean milk. A cow will lie down on the floor of her stall to rest, without regard to what filthy matter may be upon that floor. Very often her udder teats will upon a heap of manure for several hours, and then her keeper will milk her without cleaning any of the filth from her. If she goes without a good cleaning, the milk will not be very clean. The stalls should be kept as clean as they possibly can and the cows should be brushed and the udder and teats washed with water and soap. The true feeder anticipates all the possibilities and by widening his ration carries her over the critical period to an even term of high production and usefulness.

Another cow runs too much to fat on her ribs; narrow the ration more and more to correct this tendency and get more milk as well. Another cow runs down on her feet. A wide ration is the corrective. Another is easily thrown off her feed by crowding. Out down her ration till her appetite changes. Another is too fat. Vetch hay, clover hay, alfalfa hay, timothy, pumpkins, squashes, turnips, kale, green corn, any one or two or more of these feeds may be responsible. Find out and correct the fault.

Perhaps the greatest blunder of all blunders is the waste of food involved in trying to carry too many cows. What is fed to two cows as a maintenance ration will be fed to one cow at a handsome profit and with less labor. Of man's stupidity mistakes this seems to me to bear the freest of all. Get out your present ration and try to get the best of it for the butcher for whatever you can get.

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MR. R. PUGLEY'S STRIKING SPEECHES HAVE BEEN RECORDED

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Molassine-Fed Stock Command Highest Prices

CHARGED UP AGAINST GANG

That within three weeks after the organized plan of dynamiting the buildings or attempts to dynamite the same...

TWO MEN BAIL

William Esty and Benjamin DeMerchant, Victims of Dynamite Explosion on C. P. R. Work.

Perth, N. B., Dec. 5.—Two men were seriously injured and extremely narrowly escaped from an explosion of a large quantity of dynamite on the C. P. R. line...

When the foreman, William Esty, and Benjamin DeMerchant, who were in charge of the work, were in the middle of the job...

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WANTED

WANTED—Salmon, exclusive line, permanent, best earnings guaranteed, experience, ten vacancies. Write Luke Bros. Limited, Montreal. 134-12

AGENTS WANTED

RELIABLE representative wanted to meet the tremendous demand for fruit trees throughout New Brunswick...

FOR SALE

FOR SALE—Farms, 70 acres, home and barn, good orchard, 1 1/2 miles from Perth on Johnville road.

HUNTERS & TRAPPERS

We are the largest buyers of raw furs in Canada and we pay the highest cash prices.

Elegant New Building, Superior Equipment, The Best Course of Training, Strong Staff of Specially Trained Teachers.

Benefit: Public Appreciation as shown by the fact that our full classes are larger than ever before in our 44 year history.

USE HAWKER'S Balsam of Tolu and Wild Cherry

It Will Cure Any Cough and Cold.

Registered Number 1295. None Genuine Without It.

THE CANADIAN DRUG CO., LTD. ST. JOHN, N. B.

Cures Your Ills

No Drugs. No Doses. No Pains. No Discomfort. No Interruption of Work.

When the iceman came out on No. 37 he found a small boy sitting on one of his blocks of ice.

"Was you ever a boy?" "Git off of me!"

"Of course I was!" fumed the iceman.

"And did you never play truant?" cut in the youngster.

"Of course I did," snarled the iceman.

"Now then you've got me done yet further take a stick an' an'."

"Lump rose in the iceman's throat. 'S'j where you are, my little man,' he gulped. 'I understand.'"—London Telegraph.

MARINE JOURNAL

PORT OF ST. JOHN.

Arrived. Thursday, Nov. 30. Str. Borna, 2,074, Dutton, Vera Cruz and Progress via Newport News.

Friday, Dec. 1. Str. Katsusha, 2,438, Kellman, London via Halifax, Wm. Thomson & Co.

Saturday, Dec. 2. Str. Victoria, Outram, Liverpool via Halifax, Wm. Thomson & Co.

Sunday, Dec. 3. Str. Empress of Britain, Murray, Liverpool via Halifax, C. P. R.

Monday, Dec. 4. Str. Empress of Britain, Murray, Liverpool via Halifax, C. P. R.

Tuesday, Dec. 5. Str. Empress of Britain, Murray, Liverpool via Halifax, C. P. R.

Wednesday, Dec. 6. Str. Empress of Britain, Murray, Liverpool via Halifax, C. P. R.

Thursday, Dec. 7. Str. Empress of Britain, Murray, Liverpool via Halifax, C. P. R.

Friday, Dec. 8. Str. Empress of Britain, Murray, Liverpool via Halifax, C. P. R.

Saturday, Dec. 9. Str. Empress of Britain, Murray, Liverpool via Halifax, C. P. R.

Sunday, Dec. 10. Str. Empress of Britain, Murray, Liverpool via Halifax, C. P. R.

Monday, Dec. 11. Str. Empress of Britain, Murray, Liverpool via Halifax, C. P. R.

Tuesday, Dec. 12. Str. Empress of Britain, Murray, Liverpool via Halifax, C. P. R.

Wednesday, Dec. 13. Str. Empress of Britain, Murray, Liverpool via Halifax, C. P. R.

Thursday, Dec. 14. Str. Empress of Britain, Murray, Liverpool via Halifax, C. P. R.

Friday, Dec. 15. Str. Empress of Britain, Murray, Liverpool via Halifax, C. P. R.

Saturday, Dec. 16. Str. Empress of Britain, Murray, Liverpool via Halifax, C. P. R.

Sunday, Dec. 17. Str. Empress of Britain, Murray, Liverpool via Halifax, C. P. R.

Monday, Dec. 18. Str. Empress of Britain, Murray, Liverpool via Halifax, C. P. R.

Tuesday, Dec. 19. Str. Empress of Britain, Murray, Liverpool via Halifax, C. P. R.

Wednesday, Dec. 20. Str. Empress of Britain, Murray, Liverpool via Halifax, C. P. R.

Thursday, Dec. 21. Str. Empress of Britain, Murray, Liverpool via Halifax, C. P. R.

Friday, Dec. 22. Str. Empress of Britain, Murray, Liverpool via Halifax, C. P. R.

Saturday, Dec. 23. Str. Empress of Britain, Murray, Liverpool via Halifax, C. P. R.

Sunday, Dec. 24. Str. Empress of Britain, Murray, Liverpool via Halifax, C. P. R.

Monday, Dec. 25. Str. Empress of Britain, Murray, Liverpool via Halifax, C. P. R.

Tuesday, Dec. 26. Str. Empress of Britain, Murray, Liverpool via Halifax, C. P. R.

Wednesday, Dec. 27. Str. Empress of Britain, Murray, Liverpool via Halifax, C. P. R.

Thursday, Dec. 28. Str. Empress of Britain, Murray, Liverpool via Halifax, C. P. R.

AUCTION SALE

IMPORTED CLYDESDALE MARES

AT WOODSTOCK, N. B. on FRIDAY, DEC. 5th, 1911 at One O'clock, p. m.

WM. MAHAREY, Russell, Ont. s.w.12-6

There is one thing we are all agreed upon in the marine provinces, which is that we want more people.

There is no doubt about the benefit of new people to the storekeeper, because people are his daily bread.

Now, what shall be his mode of procurement? And what can he hope to accomplish?

Let us take an imaginary illustration. Let us call it the district of Blankville.

Another difficulty in the way of interesting a community in work of this kind would be that the province of Nova Scotia has reached a point where our exports are agricultural products.

Western Farmer Paid \$764 Duties on Two Cars of Barley and Got \$355.20 More for It in Minneapolis Than He Could in Fort William.

Winnipeg, Man., Nov. 28.—"I finished loading a car of barley on the Great Northern Railway at Brandon Nov. 15 and sold it on sample in Minneapolis for \$1,044 a bushel, no commission," said E. MacKenzie, a well known Brandon farmer.

Another neighbor of mine and myself loaded another car of feed barley five days later and had an offer of ninety-seven cents, no commission, in Minneapolis.

BRITISH PORTS. Liverpool, Nov. 29—Ard, str. Laurentis, Montreal.

FOREIGN PORTS. Sunderland, Nov. 29—Ard, str. George Pearl, St. John for New York.

DEATHS. ELKIN—At Cumberland Bay, Queens county on the 26th inst., Sarah A. Elklin, wife of Robert Elklin, in the 88th year of her age.

BIRTHS. CURRIE—At No 10 Crown street, Nov. 29, 1911, to Mr. and Mrs. J. R. Currie, a son.

DEATHS. COCHRAN—Entered into rest on Nov. 30, Henry Cochrane, in the 77th year of his age, leaving his wife and one daughter.

DEATHS. HUGHES—At Millbrook, Johnston Co., on the 23rd Nov., James N. Hughes, aged 43 years, leaving his father, Edwin Hughes, several brothers and sisters, and many relatives and friends.

DEATHS. BROWN—In this city, on Dec. 1, Lillian Maud, beloved wife of David J. Brown, aged 32 years.

DEATHS. BOURKE—In this city, on the 1st inst., Thomas L. Bourke, leaving two brothers and one sister to mourn.

DEATHS. GEARY—In this city, Nov. 29th, Daniel Geary, in the 66th year of his age, leaving his wife, two sons and two daughters to mourn.

DEATHS. RITCHIE—In this city, on December 1, Mrs. Ritchie, in the 84th year of her age, leaving her husband, John G. Ritchie, aged 78 years.

THE QUESTIONS OF IMMIGRATION, MR. PUGSLEY'S STRIKING SPEECH IN HOUSE OF COMMONS

A Suggestion as to How Country Storekeepers Could Help to Build Up Their Own Communities.

(Continued from page 5.) The service and defence of the empire. But, today, Sir, we find that in the government there is a strong and a potent force which says in the first place: 'We shall have no Canadian navy.'

There is no doubt about the benefit of new people to the storekeeper, because people are his daily bread. It is like the giant in Jack and the Beanstalk—the lives on people.

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Real Estate Advancing

Two real estate purchases which are significant as showing the trend of affairs along this line have taken place during last week.

Chance Harbor (N. B.) Mr. Pugsley: What action is being taken by the departments of public works with regard to the improvements at Chance Harbor, St. John county (N. B.)?

Gooseberry Cove (N. B.) Mr. Pugsley: What is being done with regard to the improvements at Gooseberry Cove, St. John county (N. B.)?

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Dr. J. Collis Browne's Colman's Compound. The ORIGINAL and ONLY GENUINE. Acts like a charm in all cases of DIARRHOEA, and is the only Specific in CHOLERA and DYSENTERY.

JOHNSON'S LINIMENT advertisement with logo and text: 'A PROVED RECORD. 101 Years in Use. Millions of Cures.' Includes address: I. S. JOHNSON & CO., Boston, Mass.

CURIOUS THINGS LOST IN THE MAILS

Ottawa, Dec. 2.—A great collection of valuables and curiosities was made by the dead letter office during the past official year. Almost everything under the sun which could get through a slot and fall to find an owner, has landed safe, but unclaimed at Ottawa.

ST. JOHN MARKETS

Prices continue to remain about the same in the local markets. In the country market fowl is very plentiful this season and it is expected that by Christmas week they will be selling at a very reasonable price.

Table of market prices for various goods including flour, sugar, and produce. Columns list item names and prices per unit.

Table of market prices for various goods including oil, fish, and other commodities. Columns list item names and prices per unit.

Table of market prices for various goods including sugar, flour, and other commodities. Columns list item names and prices per unit.

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OBITUARY

Mrs. Sarah Elkin, Friday, Dec. 1. Capt. E. C. Elkin and his brother, R. C. Elkin, received a telephone message from Cumberland Bay, Grand Lake, at noon yesterday, telling them of the death of their mother, Mrs. Sarah A. Elkin, at the advanced age of 89 years.

Mrs. Jarvis T. Corey, Peticodiac, Nov. 28.—Mrs. Jarvis T. Corey passed away on the 28th inst. of paralysis of the brain, despite all the medical aid could do, after four days of unconsciousness.

Nicholas Meeting, St. Andrews, N. B., Nov. 30.—(Special)—Nicholas Meeting of the firm of Tate, Keating Co., granite manufacturers of St. George, died suddenly this morning. He arose and dressed as usual and soon afterwards expired.

Mrs. James O'Neill, Sackville, Nov. 30.—(Special)—The death took place suddenly at Middle Sackville this afternoon of Mrs. O'Neill, wife of James O'Neill, at the age of twenty-nine years.

Mrs. Lillian M. Brown, The death of Mrs. Lillian M. Brown, wife of D. J. Brown, of the firm of Macarty Bros. & Co., occurred yesterday morning at her home.

Mrs. Marion E. Salter, Chatham, N. B., Dec. 3.—(Special)—Mrs. Marion E. Salter, widow of W. M. Salter, died today in her 57th year. She had been in poor health for some time and during summer had gone to Montreal for treatment and operated on for cancer.

T. L. Bourke, Many will learn with regret of the death of Thomas L. Bourke, which occurred yesterday morning at his home, 6 Courtenay street. He was 60 years of age and had been in the liquor business here for nearly forty years in Water Street.

Mrs. Elizabeth Ritchie, The death of Mrs. Elizabeth Ritchie, widow of Charles R. Ritchie, occurred yesterday morning at her home, 25 Adelaide street, after a long illness of several years. She was 84 years of age and was survived by four sons and two daughters.

LOCAL NEWS Correspondents who send letters and who wish to have them returned if they are not printed, must send stamps for return postage.

URGENT IMMIGRATION TO NEW BRUNSWICK (Continued from page 1.) The board of school trustees to discuss the possibility of establishing evening courses for the teaching of technical subjects.

Immigration to New Brunswick. W. S. Fisher introduced the subject of encouraging immigration to this province. He said that nothing was needed so much in this province as population.

CASTORIA For Infants and Children. The Kind You Have Always Bought. Bears the Signature of Dr. J. C. Watson.

ST. GEORGE LOST A STERLING CITIZEN IN NICHOLAS MEETING St. George, Dec. 1.—Nicholas Meeting of the firm of Tate, Keating & Co., died suddenly this morning.

P. E. H. GOVERNMENT RESIGNS OFFICE Charlottetown, P. E. I., Dec. 3.—Premier Palmer and members of the Prince Edward Island government yesterday afternoon sent their resignations to the lieutenant-governor, the premier recommending that the latter call upon Mr. Matheson, the leader of the opposition, to form a government.

FARMERS MUST FARM TO MAKE RAILWAYS PAY CROSSINGS Ottawa, Dec. 4.—The railway commission has issued an order to the effect that farmers are compelled to put down farm crossings at their own expense only when the land is occupied and worked as a farm for the support of a man and his family.

To Our Customers Owing to the enormous demand which we have had for our suits, coats, overcoats, we have been unable to get the above goods fast enough to fill our orders. We have therefore been compelled to stop the advertisements as we do not like to keep our customers waiting any longer than is necessary.

Herbert L. Inman, Perth, N. B., Dec. 3.—(Special)—Herbert L. Inman, aged fifteen years, son of Arthur Inman, a blacksmith at Red Rapids, died at his home in Perth, N. B., of death was meningitis. He had been sick since Wednesday. Last fall the young man was in the St. John hospital where he received treatment for his eyes.

Wilson's Invalids' Port advertisement with logo and text: 'A BIC BRACING TONIC. It has been extensively thought unsuccessfully limited—the direct form of flattery and strongest endorsement. Its value can be easily established by a honest trial.' Includes address: Ask Your Doctor.

WILL RU... Bonar Law... ces Union... Says Irish P... Want It, O... Political... Declares in Te... Agitation for... Government... Says Liberals... Bill During... Parliament.

After Men "Higher Up" IN DYNAMITE CASES (Continued from page 1.) tell them what I was about. I thought they would know. I sent one telegram to Samuel Gompers asking for a representative to advise with me, Edward Nockels, secretary of the Chicago federation of labor, came and was here for two weeks, previous to the time the McNamara made their confession."

Burns on the Trail Again. Cleveland, O., Dec. 4.—Detective William J. Burns is somewhere in Ohio today working in connection with the McNamara case, seeking especially for information, it is believed, regarding a fund of \$100,000 alleged to have been set aside for J. J. McNamara monthly by the officers and executive committee of the International Association of Bridge and Structural Iron Workers for organization purposes, but for which he was not compelled to account.

After the Men "Higher Up." Indianapolis, Ind., Dec. 4.—Accountants and stenographers that proceeded today to the McNamara case, it was learned, are in the federal grand jury chamber. E. H. Bruce spoke briefly and convincingly in support of the resolution. He explained that the cooperation of all was needed to attain results and urged that the matter be taken up earnestly. Several other members of the board also endorsed the resolution.

Mr. Brindle's Good Advice. Wolfe Brindle, a lay minister from the Liverpool district, was asked to speak on account of his health about three months ago, and had come to this city. Although he did not say that his health had improved, he said that those present should judge whether he was a physical wreck or not, and that he expected to stay here and that his family were coming out in the spring.

Los Angeles, Cal., Dec. 4.—Further details of the alleged plot to influence the Federal grand jury in the case of the McNamara brothers, were learned today. A signed statement was declared to be in the hands of District Attorney John D. Fredericks, made by Mrs. Robert F. Bain, wife of the first aviator juror in the case, charging that \$500 was paid to her by an agent of the McNamara defense to influence her husband to vote for a disagreement, if not an acquittal, by the jury.

TRAIN SERVICE RESUMED TO ALBERT Hopewell Hill, Nov. 30.—For the first time in six months service to the first hopewell station was resumed today by the train which left for Montreal on Monday morning. The train will leave for Montreal on Monday morning at 6 a. m.

PROMINENT NEW CHEMIST KILLS FUMES IN LA... New York, Dec. 7.—Dr. J. B. Conner, a chemist who held a position of prominence in the Berlin, was killed by a chemical today while working in his laboratory at the University of California. He was found dead by a chemist assisting him in his work. It is thought that the cause of his death was the fumes of a chemical.