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Fit-Reform was first to introduce the Wardrobe System.

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Woodstock, New Brunswick.

Official announcement has been made that Crown Prince Frederick William and the crown princess, who have abandoned their proposed trip to China, will visit Rome in April to present the felicitations of the emperor and empress to the Italian king and queen on the occasion of the Italian jubilee at the fiftieth anniversary of the proclamation of Rome as the capital of United Italy.

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Benjamin Pope, son of Capt John Pope, keeper of West Scaterie lighthouse walked across the ice from Scaterie to the mainland at Maindieu, C. B., last week. This is the first time in the memory of the oldest inhabitants that the passage has been crossed on ice other than drift ice.

Corns are caused by the pressure of tight boots, but no one need be troubled with them long when so simple a remedy as Holloway's Corn Cure is available.

Industrial accidents occurring to 283 individual work people in Canada during the month of January, 1911, were reported to the Department of Labour. Of these 82 were fatal and 201 resulted in serious injuries.

The best tea can be utterly spoiled by exposure to contaminating influences, as bulk teas so often are. The sealed lead packets of the "Salada" Tea Company give you tea fresh and fragrant from the gardens to the tea cup.

Mr Birrell, chief secretary for Ireland, has been selected by the Liberal students of Glasgow University as their candidate for the Lord Rectorship. The office will be vacated by Lord Curzon in November.

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We want a reliable man in each locality to introduce and advertise our Royal Purple Stock and Poultry Specimens, and other goods, direct to consumers as well as to merchants. \$15 a week and expenses or commission. No experience needed. The largest advertised goods in Canada. Write at once for particulars.

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## RECIPROCITY CANADA'S GREATEST OPPORTUNITY

**The Eloquent Member for Carleton County Effectually Answers All Objections.—Shows vast Benefit of Trade Agreement**

(Continued from last week)

Mr. SEXSMITH. Does the hon. gentleman mean to say that the by-products of the Peterborough factory only amount to \$5,000 or \$6,000. Mr. CARVELL. No, I said that is all that was exported. Why don't they use that offal to-day? Don't our farmers buy that offal? The offal from an oat factory is not very good; there is some nourishment in it, and there must be hon. gentlemen in this House who have used it, but I have not. I won't feed my horses with it. I want something better than that. They use it for cattle to some extent, but they have been buying it in the past, and won't our farmers buy it in the future? Do you mean to tell me that you are not going to raise any more cattle in Canada in the future, that this country is going entirely to the dogs, and there will be no more sale for offal? That is as ridiculous as the hog argument. The result will be that they will go on manufacturing in Peterborough the same as we have done, and they will make just about the same profits, notwithstanding all the cry they are making, after all the argument put forth by the hon. member for Brandon (Mr. Sifton). I tell you here tonight that there will not be any closing down of the factories in the oat industries, business will go on as the demand all over the world increases, and just so will our business increase in Canada.

Lastly I come to wheat. Now wheat is a big problem. I admit it is something which I do not profess to know much about, in fact what I am going to give the House about wheat will be largely information which I have gleaned from listening to speeches during this debate, and from a study of the situation from the trade and navigation returns. I told my hon. friend from Portage (Mr. Meighen) this afternoon, in reply to a question, that I knew wheat was worth from 2 to 4 or 5 cents a bushel more in Minneapolis than it was in Winnipeg and Port William, and such has been the case continually. Why is it, I cannot tell you. I am told that it is in some cases because the American miller wants the wheat, and on account of the transportation conditions, the Dakota farmer is able to get 2 or 3 cents more for his wheat than our farmers get.

Mr. BARKER. Has the hon. gentleman ever considered whether the increased price was not due to our wheat being a sounder and stronger wheat? Mr. CARVELL. No, because the American wheat has the greater price, the American gets 3 cents a bushel more than our people do. I do not see my hon. friend's point. Mr. REID (Grenville). Does the hon. gentleman mean to say that the American wheat is better than Canadian wheat? Mr. CARVELL. Why, no, Mr. Chairman, I did not make any such foolish statement as that. I do not think my hon. friend does me much credit when he asks me if I made such a foolish statement as that. I think my hon. friend ought to give me credit for knowing better than that. I know that our wheat is the better, there is no question about it. I know that when wheat is made free the Americans will buy our wheat because it is better, and I know that our producers will get a better price than they are getting to-day. Now let us see what we are doing. Last year we exported to Great Britain somewhere about 27,500,000 bushels of wheat, and Great Britain imported from all countries in the world 163,000,000 bushels of wheat and of that quantity she took from the United States about 24,000,000. I will admit that if for all time the United States were able to export to Great Britain the same number of bushels as we do, and conditions remained the same in the British market, and there was no preference given to our wheat, as an ordinary rule, if we had the same transportation facilities

as they have, if we had the same commercial relations as they, the prices should be the same. I want to be quite fair about that. But remember it is only a few years ago when the American people were almost monopolizing the wheat market in Great Britain, and if present tendencies continue as they have in the last ten years, I believe that in ten or fifteen years the United States will cease to be a wheat exporting country at all. When that time arrives will it not be of some value to us to have free access to that market? I know the answer will be: But they are bound to buy our wheat any way. I tell my hon. friend that they can buy Argentine wheat if they want to, and let it in free. It may surprise them to be told that last year Argentine exported twenty per cent more wheat to the British market than we did, and Argentine is one of the greatest wheat producing countries in the world. If Argentine wheat went into the United States free of duty, would it not be better for our farmers to have that market in addition to the British market? Because in Great Britain everything is always open to it. I do not think there is much danger of the British workingman ever voting to put a duty upon the wheat of his family uses. Depend upon it, the British market will remain free for all time as it is to-day, and we will have that market open to us. Now in addition to that, when the United States becomes a wheat importer, we are on the ground floor, we are in a position to do the business, provided we do not throw away the opportunity and fetter ourselves with customs regulations which will prevent us from taking advantage of it.

Mr. BARKER. If our wheat is of a higher grade and of a greater value, why should we not establish our own market and sell our own wheat at its proper price rather than mix it with American wheat?

Mr. CARVELL. Who has been talking about mixing? It is only my hon. friend who is mixed. The hon. member for Brandon was mixed on Tuesday. These are the only men I have heard that are mixed on this question. They tell about this wheat being mixed, I think it was the hon. member for North Toronto (Mr. Foster)—and we are pretty safe in attributing to him any erroneous statements of that kind—I think he said in this debate: You might as well dump the elevators of Fort William and Port Arthur into the lake; when you get this trade agreement in force everything will go by American routes, our railways will go out of business and we are done forever. The hon. member for Brandon did not make quite the same statement,

but he arrived at the same results, because he said there would be no more grading of our wheat, that you could not grade it, it would be mixed with United States wheat and would lose its identity, it would be mixed with an inferior wheat, causing the price to go down, and the result would be that the Liverpool market which regulates the values of wheat would place a lower price on it. But who is talking about dumping elevators into the lake? Only the prophets of blue ruin opposite. Take the experience of the United States under present conditions. My hon. friends say that all this wheat is going by United States transportation channels. Last year we exported of our wheat through United States channels 25,350,000 bushels. How do my hon. friends account for that? There was no reciprocity then, there was no trade arrangement, there was no treachery or treason on the part of the Liberals. Everything was going along squarely when things were well enough—as my hon. friends say. Yet 25,000,000, almost 25,000,000 bushels of our wheat went through United States channels. Worse than that; of that amount 19,478,000 bushels actually went through the terminal elevators at Fort William and Port Arthur. How do you account for that? A child ten years of age could account for that, and the explanation is that it is purely and simply a question of transportation. I come back to my proposition of a short time ago. Give a staunch Tory one-tenth of a cent a bushel more on his wheat through American channels than through Canadian channels and he will jump at it every time; so will the Liberal. We are all alike in that way.

Mr. BARKER. That is what you are arguing for.

Mr. CARVELL. Their loyalty is only lip loyalty and it is confined to that holier-than-thou community called Toronto. What is the future of the wheat industry from the transportation standpoint? We will get the advantage of whatever the American market gives to us, if there is any advantage. If there is no advantage the wheat will continue to go to Europe as it has in the past. It will go by United States channels if these channels are cheaper than ours, but if we can do anything to get our transportation rates down to the same level, or to a point one-tenth of a cent a bushel less than the United States rates, then the wheat will be shipped through Canadian channels. Does any one mean to tell me, that, with the history of the past in view and remembering how we have been going ahead in the last five or ten years, we will not be able to handle all the wheat that we raise in the next three or four years? I have here a comparison which shows the change that is taking place in the transportation of wheat. In 1903 we sent through the port of Montreal 8,000,000 bushels, whereas there were exported through the port of New York 14,000,000 bushels. I presume that that means both Canadian and American wheat. In 1908 the export through Montreal had jumped to 30,000,000 bushels and the New York trade had gone to 16,000,000 bushels. In 1910 Montreal had dropped to 20,000,000 bushels and New York had fallen to the insignificant amount of 6,000,000 bushels. Can any man read these figures without coming to the conclusion that Montreal is going ahead in the transportation of wheat faster than any other place? It is only a short time when, if we pursue the proper methods, the Canadian route will entirely control the transportation of wheat. We have only commenced to improve our transportation routes. It may be, as our hon. friends say, that we have spent \$150,000,000 in building the National Transcontinental railway that is going to reduce the cost of transportation of the staple products of the west to Great Britain. We are, I believe—I hope so—entering into the project immediately of deepening the Welland Canal. The government cannot start that work one day too soon to suit me, and I am told that next year we are going to commence the project of building the Georgian Bay canal. When we get these transportation routes perfected, even leaving out the Georgian Bay canal, and when the water in the Welland canal is deepened to 21 or 22 feet, does any man mean to tell me that we cannot transport wheat through Canada cheaper than they can through the Erie canal with a 6 feet depth of water? You only have to state the proposition in order to see the utter nonsense of the argument on the other side. I believe, and the figures prove that I am correct, that in the next five or ten years, the exportation of Canadian wheat will

(Continued on page 5.)

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