

MR. F. B. CARVELL DELIVERS ABLE SPEECH AT LIBERAL RALLY AT GEORGETOWN

Scathingly Attacks Borden Government's Trade
and Naval Policies—Shows How Reciprocity
would have Helped Farmers

Charlottetown, P. E. I., July 25.—The success of the big Liberal demonstration at Georgetown Tuesday is an encouraging sign of the times says The Patriot. The attendance was even larger than at last year's meeting, and the enthusiasm even greater. Unless all signs fail, Mr. J. J. Hughes, M.P., will be returned at the next election by a considerably increased majority.

The weather was ideal for such a gathering. From all parts of the county, the electors came to hear the stirring issues of the day discussed by a trio of able parliamentarians who were in the forefront of the memorable battle, which Liberalism has been waging in defence of a principle, which underlies responsible government, and which demands that such a far reaching measure as the Naval Bill, be first submitted to the people before it becomes law.

After nomination proceedings, and a stirring speech by Mr. J. J. Hughes, M.P., who was unanimously re-nominated, a public meeting was held.

The first speaker was Mr. Hughes, who gave a brief address, referring to the great battle fought in parliament on the naval question, and pointing out that Borden's smugly flaunted emergency failed to materialize.

He then introduced Mr. F. B. Carvell, K.C., M. P., of Woodstock, N. B.

Mr. Carvell made a splendid impression on the large audience who followed him with keen and intelligent interest, greeting with hearty applause, every argument sent home, and every point scored. Mr. Carvell is a clear cut, logical, convincing and fearless speaker, of exceptional ability and attractive personality. He stated that this was the first time he had visited King's County. He was struck with the evidences of prosperity and progress on every hand, and couldn't understand why people should leave this beautiful country and go pioneering in the West. There should be opportunities to do still better in the east, and there is no place under the sun where people can live more happily, providing certain conditions are changed, with respect to trade. Mr. Carvell then touched on the question of trade relations with the United States, and what it would mean to the farmers of the Maritime Provinces to gain access to the American markets.

The value of this market had been brought home to him personally because his father's farm was only eight or nine miles from the American boundary. Anyone who would tell him that there would be no advantage to the farmers of Prince Edward Island having access to a market of fifty millions of people, or at least half that number, is making a statement that is not borne out by facts. Apart from the question of increase of price, the size of the market is of enormous advantage. Take the article of potatoes. The year before last, there was a good price because there was a shortage in Quebec and Ontario and the Canadian markets absorbed the surplus. Last year, there was a good crop in Quebec and Ontario, and we had to look for a market in the United States. In New Brunswick they were only twenty-five cents a bushel whilst across the line, the price was seventy and seventy-five cents. There were thousands of barrels of potatoes in New Brunswick not marketed at all. The farmers on Prince Edward Island knew the low price that was paid here and could realize what it would have meant to have had access to the American market. In order to show what it did mean to have an enormous market always available, Mr. Carvell stated that in Aroostook county, in Maine, it was not an uncommon sight to see from fifty to one hundred acres of potatoes. The farmers can grow there immense quantities, because they are assured of a steady market.

Although reciprocity had been defeated our people will likely get some of the benefits which would have been conferred by it by the Americans

NO ALUM



or 14 counties of Ontario realized that matters might be serious for them if the German phobia was allowed to spread too much, they discreetly kept silent.

The Liberals took the ground that there was no emergency, that it was their duty to do what was necessary for the defence of the empire. Conservatives joined with the Liberals in supporting the resolution which was unanimously passed in 1909. This provided for a navy to be built in Canada by Canadians and manned by Canadians. Mr. Carvell then referred to the unholy alliance made

BETWEEN BORDEN AND THE NATIONALISTS,

whereby the former, in order to secure the support of the latter, went back on the resolution he had voted for. Now Bourassa and Borden have fallen out, and the details of the whole scandalous transaction are made known to the people. Mr. Carvell then spoke of the part played by Sir Hugh Graham, and H. B. Ames, M.P., of Montreal and latter has been held up as one of the holy sanctimonious men of the party. However, he is a wealthy manufacturer, who reaps the benefits of a protective tariff and is in duty bound to support the Government, that has done so much for him.

The disgraceful propaganda of misrepresentation in Quebec against the navy, the fact that Monk admitted preaching the doctrine of conscription, were then touched on by Mr. Carvell who showed that as a result of the unholy alliance and of a campaign of deceit, the Conservatives won twenty-nine seats in Quebec. The question for the people to decide is whether we shall assist the Empire by building our own navy, with our own money and our own workmen, and manning it with our own men or sending \$35,000,000 every two or three years to Britain and hire men to fight our battles for us.

Mr. Carvell contended that there was no emergency; that the recent declaration of the first Lord of the Admiralty proves this. He has shown that the British fleet has twice the capacity of that of Germany and no two navies on earth combined would be anything like a watch for Great Britain. The prolonged debate which took place this spring brought forth a wealth of information bearing on the subject which has borne out the Liberal contentions.

Mr. Carvell contended that a baser motive lay at the bottom of the Borden scheme. The Liberals had asked that ships be built by public tender. Although the price was at first fixed at \$11,000,000 each they went up week by week until Mr. Hazen admitted that the three of them would cost from thirty-nine to forty millions. Mr. Carvell asked why tenders were not called for and they replied that some of the vessels might be built in government dockyards. Mr. Carvell moved an amendment that the ships should be built according to contract based on public tender and the whole Tory party voted that down. Why had the prices gone up? He believed it was the intention of members of the Borden Cabinet dollars for the next year. It would make a rake off of five million give them a nice sum for party purposes and for corrupting the electorate.

The audience knew what the present local administration was capable of, but they are mere children compared to Hon. Bob Rogers and other members of the Borden Cabinet. What do the Liberals propose in the way of a navy? It is not necessary for Canada to rush itself into the vortex of militarism. The Conservatives claim that we cannot build ships in Canada. Premier Borden tells that it will take twenty-five years to build a Dreadnought. In 1911 when the Liberal party called for tenders not for Dreadnoughts but for armoured cruisers and destroyers eleven vessels in all, they got responses from all the principal shipbuilders in Great Britain. Among the lowest tenderers were Campbell, Laird and Co., who had a contract with the Norton Griffith Company, who are now engaged in the great work of improvement in St. John harbor. The Campbell-Laird and Co. were willing to build vessels in St. John and if the Liberal party had remained in power the keel of the first warship would have been laid in that port before the snow flies this year. Another firm had tendered to build in Sydney and the Vickers-Maxim people were prepared to build in Montreal. The last mentioned firm made the statement that if given the contract, to build a Dreadnought, they could do it within two years in Canada.

An able speech was delivered by E. M. McDonald, of Pictou, N. S., after which Mr. Hughes spoke briefly. The meeting closed with cheers for Sir Wilfrid Laurier, the senate and the Liberal speakers of the day.

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CALLS ROAD A TRAMWAY LINE

Mr. F. B. Carvell, M. P., Sharply
Critiques the St. John Valley
Railway

(St. John Telegraph)

"It is really disheartening to see what a miserable trolley line has been built between Fredericton and Centreville," said F. B. Carvell, M. P. for Carleton County, on his arrival in the city last evening, in speaking of the observations he had made on an automobile trip from Woodstock to Fredericton along the line of the new St. John Valley railway. "The company is getting a subsidy of \$31,000 and a tramway line I should say worth about \$16,000 a mile, has been built. In two places at least the road is from 100 to 200 feet above the river level and it follows the contour of the land, up hill and down, like any tramway line.

"As for the Grand Falls connection said Mr. Carvell, 'I knew long

ago this would never be built. The minister of railways told us in the house last session that the connection would not be made and many of us knew it long before that."

"The only reason," said Mr. Carvell, "that the Gagetown-St. John section is not being proceeded with is because the men making money out of the railway construction are trying to avoid the expensive bridges over the St. John and Kennebecasis rivers. I look for the road still to be hauled in to the C. P. R. at Welsford or possibly Westfield."

THE HIGHWAY ROADS
Mr. Carvell is out on a pleasure jaunt with his automobile, but said the trip from Woodstock to Fredericton on Tuesday and from Fredericton on yesterday, was very strenuous.

"Between Fredericton and Westfield," he said, "the roads are nothing short of damnable. It shows that the 'Fruit-a-tives' has got to go. First there will be a short piece in good shape followed by a stretch something horrible. I should say, too, that the use of the road machine prevents really good roads as the bad spots around the culverts are left unattended and the gobs thrown up where the roads are really good.

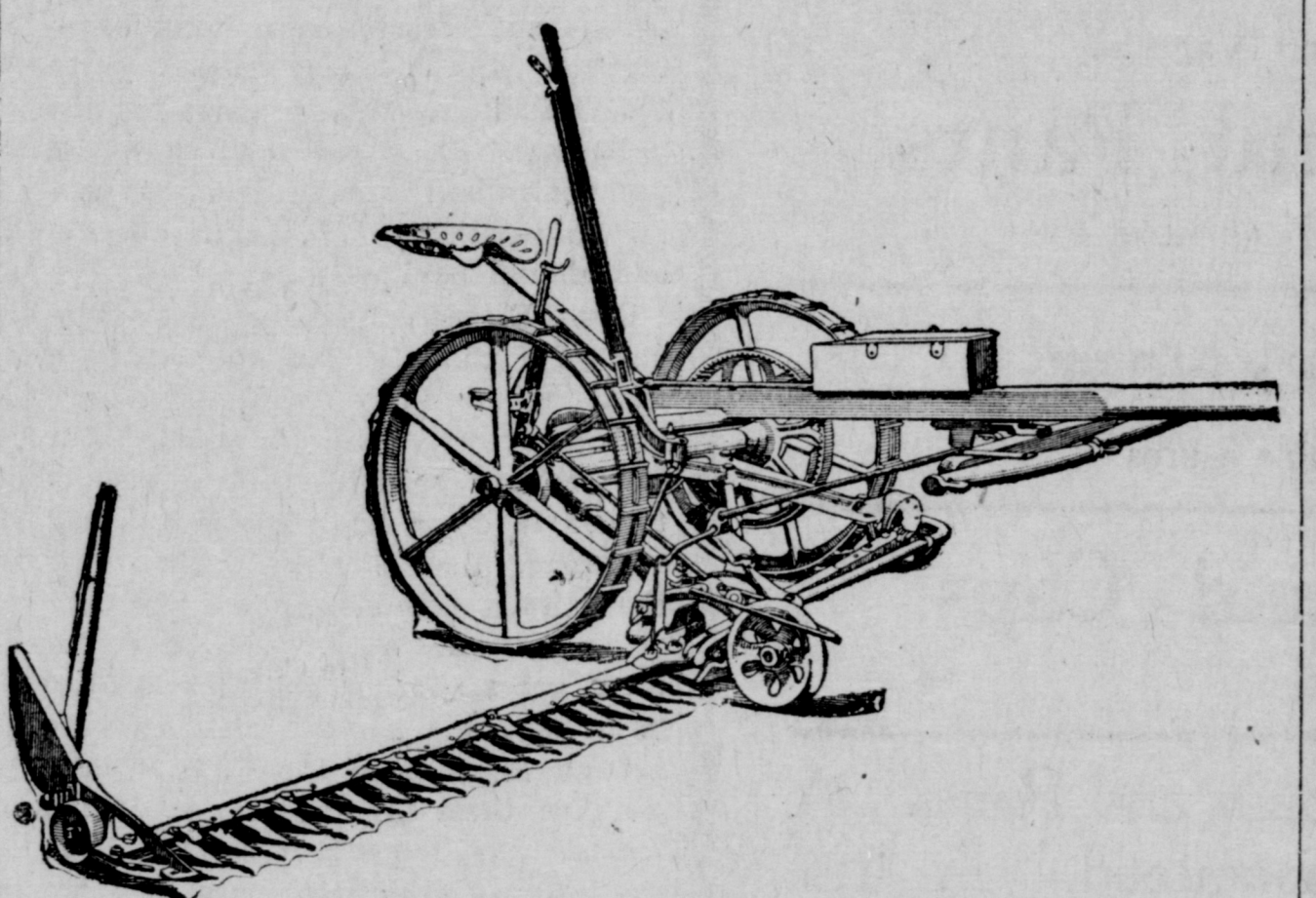
RASPBERRY VINEGAR
Raspberry vinegar is also refreshing. Put three quarts of berries in a jar and pour over them a quart of good cider vinegar; cover and let stand for three days. Strain the vinegar, pour it over a quart of fresh berries and let it stand two days; then strain and pour it over still another quart of fresh berries. Then strain through a cloth and take a pound of sugar to each pint of the vinegar. Boil gently for eight minutes, skim, bottle and seal. It is added to water in whatever degree of strength is liked, and thoroughly chilled before serving.

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