

CANADIAN MANUFACTURER'S ASSOCIATION TO PREACH PROTECTION TO AGRICULTURISTS

Proposal to Run National Educational Campaign Referred to Tariff Committee--Several Speakers Said That Action was Needed to Offset Influence of Incoming Free Traders--Conference with Agricultural Interests in Near Future is Likely.

Vancouver, Sept. 23.—Practically rejecting a resolution to conduct a campaign of education along tariff policy lines, but at the same time expressing the hope that the Dominion Government would not overthrow the present fiscal arrangements in favor of those more radically making for free trade, the Canadian Manufacturers' Association yesterday debated the most important features of the present fiscal arrangements in a free trade and protection.

It was in adopting this idea of silence for the immediate present that the convention decided not to make any move towards instructing its tariff committee to go ahead with a campaign along protectionist lines. The debate came at the close of the reception of the tariff committee's report. It was to the effect that the committee mentioned undertake the duty of issuing pamphlets laying the tariff situation before the citizens of Canada, especially those in the agricultural districts, and that a select committee meet their representative body for the purpose of taking up the whole issue.

FEAR FREE TRADE DOCTRINE.

In the debate of the tariff situation the chief speakers were: Messrs. H. J. Waddie, of Hamilton; P. W. Ellis, Toronto; R. A. Robertson, Hamilton; B. T. Rogers, Vancouver; C. R. McCullough, Hamilton; A. B. Gunders, Goderich; C. S. J. Phillips, Montreal; A. Fleming, Toronto; R. H. Alexander, Vancouver, and the association tariff expert, A. W. Bradner.

Mr. Waddie, who was responsible for the unsuccessful resolution for a tariff educational campaign, said the

farmers needed the lesson the most. He thought any good chances for a discussion had been missed by the manufacturers on their way across the prairies, where the free trade germ had been started. With the advent of so many free traders from the Old Country, who found the present tariff conditions in this young land rather irksome, the doctrines of free trade would be largely spread unless a counter campaign was carried on.

Mr. P. W. Ellis, Toronto, thought it would be wiser if the manufacturers would take some action to hold a conference with the agricultural interests with a view to arriving at some amicable arrangement as to tariffs.

With a spirit of unity and peace, there was no reason why a solution could not be secured. At the present time some of the free traders, such as one man in Portage la Prairie, declared that the seven million people in Canada should not be taxed one hundred million dollars, but they did not go on to say as to what they proposed doing to raise the money necessary for the improvements demanded in the Dominion, and they did not offer any changes to the present policy of tariffs prevailing in the country. It was strange that so many took exception to levying the duties which provided money for the needs of Canada. He followed with illustrations of what had been achieved by the protection in the United States. He added, amid laughter:

"We do not believe in kicking, for kicking brings no peace; but the wheels that crank the loudest is the wheel that gets the grease."

He was sure that nothing would

be gained by a milk-and-water policy, and a strong campaign for education along protectionist lines was the very thing that should be encouraged.

MANUFACTURERS BECAME ANXIOUS.

Other delegates thought that as free trade was coming so strongly to the front in the prairie towns, the manufacturers should do something in active opposition.

That the association should not commit itself at the present time was the contention of Mr. A. Saunders, of Goderich. The manufacturers, he said, should give the farmers credit for possessing a good deal of intelligence and some ideas as to what was best for the country at large. The association should not discuss this situation with its opponents, it should wait until the tariff came before parliament and then appear with its arguments, and in the end that view was adopted.

In further discussion of the tariff committee's report, read by Mr. Ellis, Toronto, Mr. Ellis said:

"The manufacturers felt very nervous when the tariff question was being considered with the United States. We do not like to feel that at any time our interests can be jeopardized by the granting to other countries of minimum tariffs."

Mr. C. R. McCullough asked what effect the "thirteen minimum tariff concessions made by Canada to the United States had produced, and if the industries interested were notified. He considered it a decidedly dangerous situation, where, by a covert act, the duty could be changed to work a hardship on manufacturers.

smile and say that this is a small matter, anyway. It isn't. It is a very serious matter sometimes. People often suffer as much from the obstruction of navigation, as they do from the lack of crossing facilities. The River is navigable as far as Brown's Yard. Of course, there is not the amount of shipping of former years, yet there is a good deal of lumber and bark to be shipped, and this has to be scowed several miles, when it might be loaded directly into schooners. Last spring a large Nova Scotia schooner went up river to load pasperaux, of which many are caught every season. She could not be taken past the bridge, although the best fishing grounds are five or six miles farther up, so the people were compelled to boat their fish daily over that distance to reach the market aboard the vessel.

Yet with all its serious aspects, this bridge is not without its ludicrous features. On the south approach is posted a huge sign: "\$20 fine for driving any animal faster than a walk, when a cat could scarcely cross without feeling nervous."

This is but one of the tumble down bridges we have under Mr. Hazen's "able administration." Our cuts do not begin to do justice to its condition. If photographed from a dozen different angles, each picture would show a new and worse state of collapse.

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Nothing will remain undigested or sour on your stomach if you will take a little Diapiesin occasionally. This powerful digestive and antacid, though as harmless and pleasant as candy, will digest and prepare for assimilation into the blood all the food you can eat.

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If you will get from your pharmacist a 50-cent case of Pape's Diapiesin you could always go to the table with a hearty appetite, and your meals would taste good, because you would know there would be no indigestion or Sleepless nights or Headache or Stomach misery all the next day; and, besides, you would not need laxatives or liver pills to keep your stomach and bowels clean and fresh.

Pape's Diapiesin can be obtained from your druggist, and contains more than sufficient to thoroughly cure the worst case of Indigestion or Dyspepsia. There is nothing better for Gas on the Stomach or sour odors from the stomach or to cure a Stomach Headache.

You couldn't keep a handier or more useful article in the house.

MOTOR RACER INJURED

Robinson Thrown and Badly Broken Up When Car Skidded in Tryout For Vanderbilt Cup.

Mineola, L. I., Sept. 23.—George Robertson, the automobile driver, was injured, and Stephen Reynolds, a fellow passenger, was slightly hurt today when the new Benz which Robertson was tuning up for the Vanderbilt Cup race, turned turtle as it truck the Massapequa Curve at high speed. Robertson was picked up and taken to the hospital unconscious, where it was found he had suffered contusions on the head and arms and bruises of the body. His injuries are not serious.

Mineola, L. I., Sept. 23.—George Robertson, the racing automobile driver, was thrown from his automobile while taking a trial spin this morning on the Long Island Motor Parkway. He was unconscious when picked up and was rushed to Nassau hospital at Mineola where he went under the care of physicians.

He was going at an estimated rate of seventy miles an hour in the new Benz car which he was to drive in the Vanderbilt Cup Race a week from tomorrow and which he was giving an initial try-out. Then he struck the Massapequa curve, considered the most dangerous of the course, the car gave a jump, swerved from the course and was completely overturned: Robertson and Stephen Reynolds a New York man whom he was carrying as a passenger, were thrown thirty feet or more clear of the wreck.

Both Robertson and Reynolds were unconscious when another car which had been following two minutes behind them, came along and they were picked up. They were carried to the grand stand and a physician was hastily summoned. Reynolds was found to be suffering from possible internal injuries. He was placed in an auto and hurried to Manhattan.

A hasty examination on the spot caused the physician to fear that Robertson's injuries were serious if not fatal. He appeared to be suffering from a bad scalp wound, a sprained or fractured arm, concussion of the brain and possible internal injuries. At the hospital, however, it appeared to the surgeons from their preliminary examination that the automobilist's injuries might not be so serious as was at first feared. It was thought by those who looked over the ground after the accident that Robertson had attempted to take the dangerous curve at too high a speed. Both victims of the accident being unconscious there was no one to tell whether anything had gone wrong with the mechanism.

The spin Robertson was taking was his first on the Vanderbilt Cup course

GUIDE FOR TRAVELLER

INTERCOLONIAL

DEPARTURES.

No. 303—Mixed for Loggieville, 5.00
No. 317—Suburban for Gibson and Marysville, 6.15.
No. 321—Suburban for Gibson and Marysville, 11.15.
No. 323—Suburban for Gibson and Marysville, 16.20.
No. 301—Express for Loggieville, Chatham, Campbellton, Quebec, Montreal, etc., 18.30.
No. 327—Suburban for Gibson and Marysville, 18.40.
No. 329—Suburban for Gibson and Marysville, 22.00.

ARRIVALS

No. 306—Suburban from Marysville 7.45.
No. 302—Express from Loggieville, Chatham Junction 11.25.
No. 308—Suburban from Marysville 13.30.
No. 304—Mixed from Loggieville and Chatham Junction, 16.00.
No. 310—Suburban from Marysville 19.15.
No. 316—Suburban from Marysville 21.55.

CANADIAN PACIFIC

DEPARTURES

6.20 a.m.—Express for St. John, Portland, Boston, Woodstock, etc.
7.55 a.m.—Mixed for Woodstock and points North. Leaves St. Marys at 8.35.
9.45 a.m.—Express for St. John and points east.
4.45 p.m.—Mixed for Woodstock, via Gibson branch on Tuesdays, Thursdays and Saturdays.
5.50 p.m.—Express for Montreal, and Boston, Woodstock, St. Stephen etc.
9.05 p.m.—Express for St. John and points east.

ARRIVALS

9.10 a.m.—Express from St. John and points east.
11.20 a.m.—Mixed from Woodstock via Gibson branch, Tuesdays, Thursdays and Fridays.
11.35 a.m.—Express from Montreal Boston, etc.
7.50 p.m.—Express from St. John, and points east.
9.05 p.m.—Mixed from Woodstock, and points North.
10.50 p.m.—Express from Boston Portland, Woodstock, St. Stephen etc.

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Steamer Hampstead leaves Fredericton every week day for Gagetown at 4 o'clock p.m. Arrives from Gagetown at 10.30 a.m.

Stage line for Meductic and point on western side of river leaves the post office Mondays, Wednesdays and Fridays at 7.30 a.m.

Washington, Sept. 21.—The interstate commerce commission today, ordered the suspension until January 5, 1911 of increased tariff schedules filed recently by the Chicago and Alton Railroad company the Chicago and Eastern Illinois Railroad Company, the Illinois Central Railroad Co., and other western and southwestern railroads. A hearing on complaints against the proposed tariffs will be held at a time and place to be fixed by the commission.

Allow from four to six eggs to each quart of milk in making custard to be turned from the mould.
When making hot starch add a tablespoonful of sugar. This will give a good gloss and the starched articles will retain the stiffness longer than usual.
Soutache is not very much seen in fall fashions.

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NOTICE

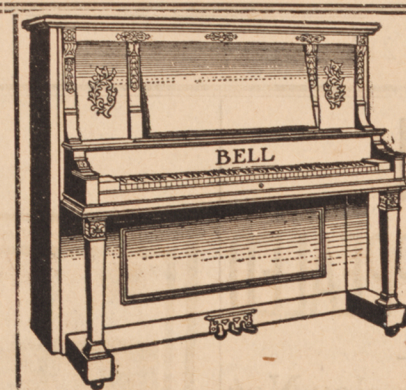
The annual meeting of the Fredericton Y. M. C. A. will be held in the Association rooms, York Street, on Monday evening the 26th inst. at eight o'clock.

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HAZEN BRIDGES IN KENT TOTTERING TO THEIR FALL

(Richibucto Review)

It has been truthfully said that none are so blind as they who will not see. Those ardent supporters of Mr. Hazen's administration, who can jolt at high speed in their motor cars over the roads in this County, and fail to notice their defective condition, must be blind because they do not want to see! Or do they see things as others do, and are too dishonest to "acknowledge the corn?" However this may be, the majority of the people of Kent are not blinded by any such considerations. They see for themselves the present condition of the roads and bridges, and they are shrewd enough to place the blame where it rightly belongs.

Of the many dangerous bridges in this County we will take as a "terrible example" the Main River bridge. This bridge is situated about nine miles above Rexton and six or seven miles below Brown's Yard where the next bridge spans the main Richibucto river. As is well known, both sides of the river are thickly settled which fact caused a large amount of traffic over this bridge, so

long as the structure was passable. Indeed, so urgent is its need, that many people continued to use it even after it became dangerous. Some people rather than drive the long distance to Brown's Yard, crossed it the present summer; although by doing so, they took their lives in their own hands. Probably, even to this day, some foolhardy youth might risk his life by attempting to cross it, but for the fact that the draw span is so twisted out of position that a wagon could not be got through. For more than a year this bridge has been tottering to its fall, and still no attempt has been made to make it fit for traffic. The thousands of people of Welford and other places who suffer daily inconvenience because of its impassable state, are left all unheeded. Often they are compelled to travel a score of miles over hilly roads, when two or three miles, or even less, would suffice.

Not only are the people put to this inconvenience, but the navigation of the river is also obstructed, inasmuch as the draw can not be opened or shut. And right here some may

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