

Reciprocity With United States Is Now a Burning Question

Mr. Eugene Foss Advises Canadians to Keep a Stiff Upper Lip and They Will Get Better Treatment From the United States--Greater Freedom of Trade Would be to the Advantage of Both Countries--Sir Wilfrid's Attitude.

(Toronto Globe.)

"Tell your people to keep a stiff upper lip and they will get better treatment from the United States," is the message to Canadians of Mr. Eugene Foss, one of the members of Congress from Massachusetts, and leader of the New England movement for better trade relations with Canada. Mr. Foss in the course of an interview with Mr. Hammond, put his views very emphatically, and it will be well worth while to remember his advice. The New England leader believes that the United States should reduce her duties to a level with those of Canada as an evidence of good faith and as a basis of negotiation for further extension of trade. He does not suggest that this should be done for the benefit of the Canadian people. He is in favor of the removal of duty on food and other classes of pure exports to the United States whether we take off the corresponding duties or not, because the United States needs those things and Congress is only standing in its own light when it subjects them to any duty.

As Mr. Foss speaks so thousands of influential men in New England think. They quite understand Sir Wilfrid Laurier's attitude toward Washington. They admit that in holding to moderate rates of duty, Canada has chosen the better part, and they want their own rulers to lower the duties of the United States on Canadian products, not, as one would think a twig for an unwary bird, with the intent of catching Canada, but as evidence that they recognize the value of better trade relations to the people of the United States.

Canada had already determined to keep a stiff upper lip. Sir Wilfrid Laurier made that plain when he announced that the preferential tariff on British goods would remain in force so long as the Liberal party remained in office. He made it plain

when he declared that Washington must initiate any further negotiations, and he is certain to make it plain when the negotiations are begun and the respective positions of the two nations are stated. Canada has her own national destiny to work out, and if there is still any lingering belief in the minds of the public men of the United States that Canada can be bribed into giving up her high destiny by a favorable trade treaty Sir Wilfrid Laurier and his colleagues may be trusted to dispel it. If the exchange of products between the United States and Canada is to be in greater volume than in the past, it must be altogether because each country needs something that the other can most conveniently supply. We do not import the products of the United States as a token of esteem; we buy them because we need them. The sooner we rid our minds of the idea that sentiment governs international trade the sooner will this whole matter of better trade relations be placed upon a proper basis. Great Britain and Germany find in each other's territory very great markets, but no one has ever suggested that this huge interchange of trade menaces the political independence of either country. When we in Ontario warm ourselves with Pennsylvania coal we are not destroying Canadian nationality by stealth. When thousands of operatives in our cotton factories are kept busy manufacturing raw cotton that we must for all time import in large quantities from the Southern States because we cannot grow it ourselves, they are not promoting annexation. They are doing precisely what Mr. Foss wants the United States to do--importing foreign products because they need them for their own benefit.

Of our imports from the United States, those imports that seem to many honest men to be a menace to the country's national life, a very large proportion consists of things

that we could not do without. Canada's imports of duty-free goods during the year ending in March, 1910, totalled \$148,568,000, and of this immense sum no less than \$104,667,000 consisted of duty-free goods from the United States. Even of the \$118,834,000 of dutiable goods from the United States a large proportion consisted of absolutely necessary things that we cannot get elsewhere. Of this nature is bituminous coal, which we imported last year to the value of over \$13,000,000, taxing ourselves on every ton of it, although hundreds of Ontario factories depend on it for power. Does anyone suppose that the fabric of Canadian nationality will crumble to pieces if we make a bargain by which Nova Scotia coal shall be given free entry into New England and soft coal from Pennsylvania shall come into Ontario duty free. The idea is absurd.

Take some of our other big imports from the United States. We brought in of green and dried fruits \$4,475,000 worth. Does patriotism require us to do without oranges, grapefruit, lemons and other fruits we cannot grow for ourselves? We took \$8,361,000 of raw cotton, almost sixteen million dollars' worth of hard coal, over five million dollars' worth of Indian corn, over five million dollars' worth of rubber goods, (of which over four millions was crude rubber), hides to the value of \$1,760,000 and no less than \$6,921,000 worth of unmanufactured iron, so necessary to our industries that it came in duty free. Included in the totals of free imports from the United States were \$7,613,000 of settlers' effects, nearly three million dollars' worth of tobacco leaf, and over eight million dollars' worth of wood of various sorts used in our factories. It is not too much to say that without the supplies they draw from the United States half of our industries would close down tomorrow. We cannot live to ourselves in an industrial

BRITISH M. P. SAYS ENGLAND IS NOT AFRAID OF GERMANY

Stronger Navy Needed However--No Signs of Decadence in English People.

(Toronto News)

"Some people say at home we are afraid of Germany. We are not. We have great respect for her and the sacrifices she is making in the huge sum she is borrowing for naval armaments, but we are very much afraid of our own rulers, who, after all, direct the whole Imperial policy, and we wish that the Canadian people would help us to stiffen their backs." Mr. Carlyon Bellairs, M.P., one of the foremost critics on the administration of naval affairs in Great Britain, so conceded an interview with The News this morning at the home of Mr. William Mackenzie, where he is visiting for a few days. Mr. Bellairs is to speak to the Canadian Club on Thursday on "The Impending Naval Crisis."

Although a comparatively young participant in the debates of the House of Commons he has long since won recognition as a patriotic and aggressive opponent of the Liberal leaders and policies, particularly the schemes of guarded procedure in respect to the maintenance of Britain's naval supremacy.

It is Mr. Bellairs' view that owing to the opposition of the British Dominions to Japanese alliance will not be renewed after its expiration.

DANGER ON PACIFIC.

"Solely for financial reasons," he observed "the British Government is putting off laying down ships to the last possible moment and has denuded the Pacific and the Mediterranean of modern effective armament ships. Herein lay the immense value of the offers of Dreadnoughts from the Dominions. We are pledged to have three Invincibles by 1913, but the chief point is that anything that would induce Great Britain immediately to order Dreadnoughts will prevent a congestion of building which the First Lord of the Admiralty has clearly indicated in public utterances, as bound to occur under the present policy."

GERMANY ALMOST EQUAL

Mr. Asquith, taking the existing programmes, has shown that in the early part of 1913 we will have 27 Dreadnoughts and Invincibles, but of these three will be in the Pacific so we will have 24 to face the German fleet. As Germany orders her ships in April, or early in the year instead of late as we do, she will probably then have 21. This allows of no vessels to be detached for the Mediterranean to face other Dreadnoughts of the Triple Alliance. There is really no margin here whatever to allow for the uncertainties of naval war. There is no margin to allow for the reinforcement of the Pacific if the Japanese Alliance is not renewed, and, personally, I strongly object to the idea that we should depend on that alliance to the extent of withdrawing our forces and therefore losing prestige through all the markets that border on the Pacific. In such circumstances Germany may be tempted to bring on a war whereas the comparatively trifling expenditure on a few extra Dreadnoughts would have the same effect as during the Fashoda crisis, and again when the South African Republics appealed to Germany for assistance during the South African war.

"To call attention to a danger is not the action of an alarmist or a panic monger."

NO SIGN OF DECADENCE.

"There is not the slightest evidence of decadence in the English people except that in the Government of

sense any more than can the United States. The two nations need each other. The interchange of foodstuffs, of raw materials, and of manufactured goods must inevitably increase year by year. It is because we in Canada know that the United States needs the articles we can send them, and perhaps a little more, than we need the things we get from them that we shall take the advice of Mr. Foss and keep a stiff upper lip."

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.

STAR LINE S. S. CO.

Steamer Victoria leaves for St. John every Monday, Wednesday and Friday at 8 o'clock a.m. Arrives on Tuesdays, Thursdays and Saturdays at 4.30 p.m.

ST. JOHN RIVER S. S. CO.

Steamer Elaine leaves for St. John every Tuesday, Thursday and Saturday at eight o'clock. Arrives every Monday, Wednesday and Friday at 4.30 p.m.

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 Tuesdays, Thursdays and Saturdays at 7.30 a. m.



SEALED TENDERS addressed to the undersigned, and endorsed, "Tender for Warehouses, St. John Harbour, N. B." will be received at this office until 4.00 p. m., on Monday, October 24, 1910 for the construction of Warehouse No. 7 and the extension of Warehouse No. 6.

Plans, specification and form of contract can be seen and forms of tender obtained at this Department and at the offices of J. K. Scammell, Esq., District Engineer, St. John, N.B., and Geoffrey Stead, Esq., District Engineer, Chatham, N.B.

Persons tendering are notified that tenders will not be considered unless made on the printed forms supplied, and signed with their actual signatures, stating their occupations and places of residence. In the case of firms, the actual signature, the nature of the occupation, and place of residence of each member of the firm must be given.

Each tender must be accompanied by an accepted cheque on a chartered bank payable to the order of the Honourable the Minister of Public Works for the sum of three thousand (\$3,000.00), dollars which will be forfeited if the person tendering decline to enter into a contract when called upon to do so, or fail to complete the work contracted for. If the tender be not accepted the cheque will be returned.

The Department does not bind itself to accept the lowest or any tender.

By order,
R. C. DESROCHERS
Secretary.

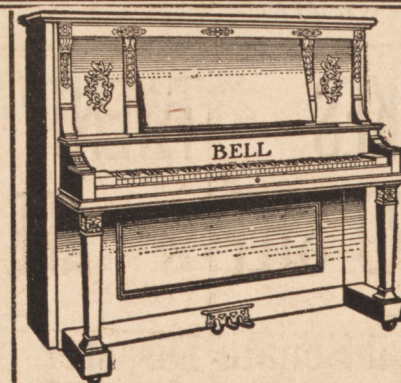
Department of Public Works,
Ottawa, September 23, 1910.
Newspapers will not be paid for this advertisement if they insert it without authority from the Department.

the country we are not producing such courageous statesmen as we could wish. People over here have no idea of the number of Little Englanders who find their way into Parliament on purely local issues, and I would be willing almost to adopt any scheme of Federal Home Rule which would restrict their activities to purely local issues and enable Imperial affairs to be directed by men who are imperially minded."

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LOST

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