

Grain Growers Interview Sir Wilfrid.

Demand Abolition of Protective Tariff

Reciprocity with United States Urged, and Immediate Construction of the Hudson's Bay Railway Desired—Government Elevators and the Encouragement of the Export Meat Trade—Sir Wilfrid Promises to Remedy any Injustice which Farmers Suffer Under the Present Elevator System, and to Bring all the Matters Mentioned Before the Proper Ministers,--Tariff May Need Amendment.

Brandon, July 18.—The abolition of the existing protective tariff, reciprocal free trade with the United States, tariff reduced to a revenue basis, Government ownership and control of terminal elevators, construction of Hudson's Bay Railway, the establishment of abattoirs and an export trade in dressed meat, the appointment of Andrew Graham of Pomeroy to succeed the late Hon. Thomas Greenway on the Dominion Railway Commission. Such was the large order of the Grain Growers' Association of Manitoba, discussed with Sir Wilfrid Laurier at the conference in the City Hall here, lasting all the afternoon. The auditorium was packed with farmers, and the Premier got a remarkable reception.

SIR WILFRID'S REPLY

"With considerable of what you have said I am prepared to agree," said Sir Wilfrid, amid a scene of wild enthusiasm, "but I can hardly say I am able to concur in every suggestion advanced. My object, however, in this journey, as I told the people of Port Arthur at the outset, is to get acquainted at first hand with the wants and requirements of the people of the west. As the head of a democratic Government, I want to get in contact with the people and see things through their eyes. I am myself of the common people. I declared some years ago that I was a democrat to the hilt. I have nothing to take back in that respect. True, her gracious Majesty Queen Victoria added a handle to my name, but I assure you it is the same man, and I pray you to believe the same heart beats within him."

The Premier and party arrived at Brandon this morning, and were accorded a civic welcome by Mayor Adolph and the Council at the City Hall. A great throng of citizens was present, including Hon. G. R. Coldwell of Premier Roblin's Cabinet.

CONFERENCE WITH GRAIN GROWERS

President D. W. MacCuaig was the first speaker at the conference with the grain growers in the afternoon. It was regrettable, he said, that the intense and unprecedented heat had done great damage to the crops. "Still," he added, with optimism, "every year cannot be as good as last year, nor every one as bad as this year." Representatives were present from 195 local branches, covering the whole Province, and the central organization bespoke the convictions of the entire farming community.

A FREE TRADER OUT AND OUT

Mr. Roderick Mackenzie said the farmers of the three Provinces of Manitoba, Saskatchewan and Alberta were united in the opinion that the present protective tariff was unjust and burdensome, retarding the development of Canada and hampering the settler. "Western farmers," he said, "do not object to paying their full share of the cost of government, but we rebel against the Customs tariff, the contribution to the privileged and protected classes. We want every possible facility for the free exchange of the products of our farms and manufactured goods with the British artisan. The protective system creates a class interest, different from that of the people at large." He quoted the Liberal platform of 1893, and the speech by Sir Wilfrid Laurier in Winnipeg in September, 1894. He urged free trade in machinery, cotton and woollen goods, and cement, laying special stress upon the necessity for a free interchange in woollen manufactured products. He urged the Premier to take advantage of the overtures from the United States for reciprocal free trade in agricultural implements.

RECIPROCITY WITH U. S.

Mr. J. W. Scallion thanked the Premier for his visit. Usually Prime Ministers were like Kings. They were almost inaccessible to the common people. The west appreciated the character of Sir Wilfrid's visit. The farmers asked no protection for their own industry, and they confidently asked, in justice, to have the tariff

reduced to a revenue basis. Prices in the markets of the world should regulate prices by supply and demand. Trade combinations and trusts operated under a protective tariff. "We ask," said he, "a change in the fiscal arrangements to give us a square deal. You have made trade treaties with France, Germany, Italy, and other smaller countries; why not make an effort to treat with the 90,000,000 people at our doors? Articles which are necessary, to the western farmer can be purchased cheaper in the United States than anywhere else?"

GOVERNMENT ELEVATORS

Mr. Peter Wright presented a plea for Government owned and controlled elevators. He charged that under the existing conditions grain underwent a system of manipulation. Generally, it had become the practice in spite of inspection. Western Canada had practically only one marketable commodity and both the reputation and revenue suffered seriously by tampering with the grades of wheat in the elevators. "Ontario millers have written us," said he, "that the wheat received did not clean to grade." Certain elevators had also illegally loaned wheat to shippers to make shipments. He asked that the Dominion Government take over all the terminal elevators as a public utility, operated under an independent commission. This would pay by placing a charge on the grain to meet the cost of operating the elevators, and provide a sinking fund to pay the purchase or cost of construction.

HUDSON'S BAY RAILWAY.

Mr. R. C. Henders presented a petition for the rapid construction of the Hudson's Bay Railway. "The progress," he observed, "is not as rapid as the necessities of the case." He asked that on its completion it be not handed over to a private corporation to operate but be operated by the Government.

Mr. J. S. Wood represented the live stock interests. Western farmers could do well in live stock if it were not for the inadequate system of the marketing of the product. He advocated the establishment of abattoirs and a Government system of chilled meat export trade for the benefit of the western stock-raisers. He suggested a bounty to encourage investment. At present the consumer paid an exorbitant price. The products had no market, and the country suffered in trade.

Mr. D. W. MacCuaig presented the regret of the association at the death of Mr. Thomas Greenway, and respectfully suggested the name of Mr. Andrew Graham, Pomeroy, as his successor.

SIR WILFRID LAURIER

The Premier in reply said the conference had been an education to him. "This is the best and most effective way of conveying your needs and requirements to the Government," said he. Much of what had been said appealed to him, but in all conditions separation and conflict in interests must be guarded against. "It is part of our policy to seek to harmonize the different clashing elements and reach a common purpose." He regretted to hear that the farmers had not received due consideration in the framing of the tariff. He was sure it would be new to Mr. Fielding, who had aimed to give them full justice. "He may not have done all he intended to do," said the Premier amid prolonged applause, "and it is my intention to convey to him some of the things I have seen and been told, and if we come to the conclusion that all he intended has not been done I shall say to him: 'Stick in your hands and try again.' The tariff can be improved, I admit, and I hope to discuss some features of it with you tonight." As to the Hudson's Bay Railway, the Premier said the Minister of Railways would speak on this matter.

THE ELEVATOR QUESTION.

Sir Wilfrid has given some attention to the elevator problem and dis-

cussed it several times with Sir Richard Cartwright, the Minister in control. "We have come to the conclusion that under the present system of terminal elevators the farmers have a grievance, which must and shall be alleviated. (Applause.) It is not in the public interest that those who buy wheat should have control of the elevators. We will provide a remedy. You have suggested a remedy in the Government ownership of elevators. I am here to say I can see no serious difficulty, if that is the best way. I am not here to say now what the remedy will be, but to assure you it will be provided, and that promptly. I expect to return to Ottawa early in September, and will immediately take up the matter with the purpose of having the legislation ready for Parliament."

"As to the question of abattoirs, the Premier was not prepared to give the delegation any assurance. He was not a convert to it, he frankly told them. He was always open to conviction, however, if he were wrong, and would submit the matter to Sir Richard Cartwright."

RAILWAY COMMISSION VACANCY.

As to the vacancy on the Railway Commission, Sir Wilfrid concurred in the tribute to Hon. Thomas Greenway. No successor has yet been chosen by the Government, "but I can tell you this," the Premier added, "that the member selected will be a Western man and a representative of the farming community." (Cheers.)

Dust sifting through linen furniture-covers during the Summer may be prevented from doing much damage in this way: Put under the linen some thin Canton flannel, nap side up and it will catch so much of the dust that the furniture will need comparatively little brushing in the autumn. The world produces more than two hundred million tons of grain every year.



SEALED TENDERS addressed to the undersigned, and endorsed "Tender for Extension to breakwater, Richibucto Cape, N. B.," will be received at this office until 4.00 P. M., Wednesday, August 17, for the construction of an extension to the breakwater at Richibucto Cape, Kent Co., N. B.

Plans, specifications and form of contract can be seen and forms of tender obtained at this Department, at the offices of E. T. P. Shewen, Esq., District Engineer, St. John, N. B.; Geoffrey Stead, Esq., District Engineer, Chatham, N. B., and on application to the Postmaster at Richibucto, 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 two thousand three hundred (\$2,300.00) dollars, which will be forfeited if the person tendering declines to enter into a contract when called upon to do so, or fail to complete the work contracted for. If the tender is 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,
Asst. Secretary,
Department of Public Works,
Ottawa, July 16, 1910.

Newspapers will not be paid for this advertisement if they insert it without authority from the Department.

He concluded by thanking the grain-growers for their man-to-man method of reasoning together for the welfare of the country. "It is the best kind of education I could receive," was Sir Wilfrid's smiling comment.

HON. G. P. GRAHAM.

Hon. Mr. Graham said he had heard with surprise the recommendation for the Railway Commission. "He bears the same name as myself," said the Minister, "and when I tell you our fathers are brothers and our mothers sisters, you will rest satisfied that it is due to no personal animosity on my part that he is not instantly appointed." (Laughter and cheers.)

A Voice—Then name him. (Renewed cheers.)

"I think under the circumstances I could give the assurance of sympathetic consideration. He is a fairly good one." (Cheers.)

Of the Hudson's Bay Railway the Minister said:

"It's going to be built and built without delay. We have already sent two vessels from the Marine Department this season to investigate whether Nelson or Churchill is the better port. At present we favor Nelson, but we are anxious to have the fullest information as to their relative merits."

As to Government operation of the railway Mr. Graham was not prepared to commit himself in view of the Intercolonial experience.

"If it should go to a private company, the best machinery for stiff control by the Railway Commission will be provided," was his assurance.



Notice to Contractors.

SEALED TENDERS addressed to the undersigned and marked on the envelope "Tender for Pipe System," "Tender for Water System," and "Tender for Pipe Tunnels and Wiring Ducts" as the case may be, will be received at the office of the Commissioners of the Transcontinental Railway, at Ottawa, Ontario, until twelve o'clock noon of the 26th day of July, 1910, for:

(1) Air, steam, water and oil piping system;
(2) Yard water system;
(3) Pipe tunnels and wiring ducts; required in connection with the Transcontinental Railway, shops east of Winnipeg, and specifications may be seen in the office of Mr. Gordon Grant Chief Engineer of the Commissioners, at Ottawa, Ont., and in the office of Mr. S. R. Poulin, District Engineer, St. Boniface, Manitoba.

Persons tendering are notified that tenders will not be considered unless made on the printed form supplied by the Commissioners, which may be had on application to the Chief Engineer at Ottawa, or to the District Engineer at St. Boniface, Man.

Each tender must be signed and sealed by all the parties to the tender and witnessed, and be accompanied by an accepted cheque on a chartered Bank of the Dominion of Canada, payable to the order of the Commissioners of the Transcontinental Railway for a sum equal to ten per cent. (10 p.c.) of the amount of the tender.

The person whose tender is accepted, shall within ten days after the signing thereof, sign the contract, specifications, and other documents required to be signed and in any case of refusal or failure on the part of the party whose tender is accepted to complete and execute the contract with the Commissioners the said cheque shall be forfeited to the credit of the Receiver General of Canada, as security for the due and faithful performance of the contract according to its terms.

The cheques deposited by parties whose tenders are rejected will be returned within ten days after the signing of the contract.

The right is reserved to reject any or all tenders.

By order,
P. E. RYAN,
Secretary.

The Commissioners of the Transcontinental Railway.
Dated at Ottawa, 30th June, 1910.
Newspapers inserting this advertisement without authority from the Commissioners will not be paid for it.

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Anybody presenting this ad. at my store within the next few days, will be given a 25c Driving Whip for 12c.

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The Cheapest Harness Store in the City.

GUIDE FOR TRAVELLERS

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. 315—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 Mondays, Wednesdays and Fridays at 7.30 a.m.

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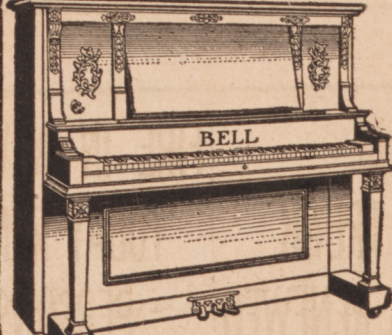
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One small house, situated on Church Street, moderate terms. For particulars apply at this office.

TO LET—Two cottages on George Street. One flat on King Street opposite Methodist Church. One flat on Queen Street West. All in good repair. Rent reasonable to good tenants with small family. HUGH CALDER

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Deal Ends and Slab Lengths 16 in.

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Tenders Wanted

Sealed tenders, addressed to the undersigned, will be received up to noon of Thursday, July 21st next, for the finishing of a new room in the St. Mary's and Gibson school house. Plans and specifications may be seen at the residence of either of the trustees or Mr. John C. Machum.

The lowest or any tender not necessarily accepted.

WM. JAFFREY,
Secretary.
St. Mary's, July 16, 1910.

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