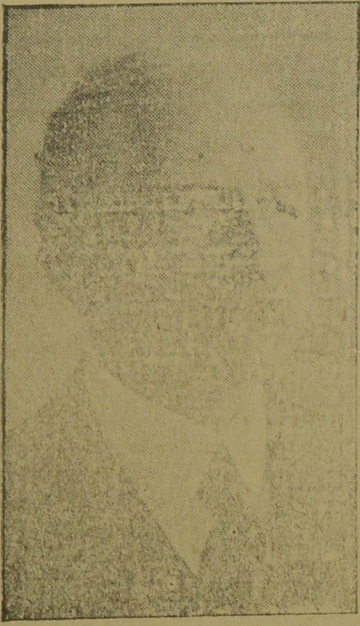


## BUBBLING WITH OPTIMISM Baron Shaughnessy Strikes Hopeful Note



BARON SHAUGHNESSY

WHILE in Vancouver, Baron Shaughnessy, President of the Canadian Pacific Railway, gave a most interesting address lasting almost half an hour to the members of the Vancouver Board of Trade. During his remarks, which were listened to by several hundred members of the Board of Trade as well as by prominent business men not connected with the board, Lord Shaughnessy briefly referred to what his company had done for Vancouver and Victoria, to the position of the city after the war, the question of immigration and the duty of the citizens of Vancouver as well as of the entire Dominion in furthering the interests of this country.

Prefacing his address with a brief reference to the gentlemen who had accompanied him on the trip to the coast, Lord Shaughnessy alluded to the Vancouver of twenty-five years ago.

"When you look around," he said, "and see the changes that have taken place at that period, you feel no doubt as we all feel that we are all entitled to a great deal of credit for the present conditions here. You have your splendid wharves, your large ocean-going tonnage, your magnificent streets and residential section, your splendid business blocks, and if I might be permitted to say it, probably the finest hotel on the continent." (Applause.)

"I think, too, that you will admit whatever little differences we may have had from time to time that, during all these years your working partner, the C.P.R., has neither been niggardly nor narrow. I think too, that if our friends and neighbours across the gulf in the older city of Victoria, where at present business is not as brisk as it might be, a situation that we are experiencing in many localities on the continent, but I think that Victoria, which has made such marked progress and has been so exceedingly prosperous in recent years, will also bear testimony to the earnestness with which your partner assisted in forwarding all their good works.

"The policy of the Company in Victoria and at other points served by the company's lines has been one of creation and improvement. Sometimes probably we have overstepped the mark and have anticipated the future, but we did it with an implicit confidence and there was only a little while to wait when everything would grow to what we had been providing for in Vancouver as elsewhere. The last three or four years have been years of depression in business, not in Vancouver alone but throughout the country. Probably this may be attributed to a degree of over-confidence and no doubt to some extent to over speculation,

but we have all learned a lesson." Lord Shaughnessy said that there was evidence on which his banking friends would bear him out, of decided improvement in trade conditions on the Pacific coast. The lumber industry beyond doubt is more brisk than it has been for a considerable time, the mining is in a very prosperous condition indeed. The works that the company has performed in Vancouver and its environments involved a vast expenditure of money. It is true that we had a substantial return for the townsite that became the property of the company at the time Vancouver was established, but every dollar received from that townsite and many millions more have been expended within the boundaries of the city. (Applause.)

"This is not the time to undertake many improvements, not a time indeed to take anything in hand or to say anything in the nature of promises of important works, but it is clear to me that for the future requirements of the port it will be necessary to spend a very large sum on money in providing additional jetty for which steps have already been taken. The port in its present stage of development would be a matter of surprise to almost any person who had not followed the history of Vancouver. When the first Empress came here in 1890, we hoped to secure traffic enough to feed these three Empresses on the east-bound voyage. Today we have tonnage beyond the facilities that have been provided at a cost of millions of dollars and we can see that we have in the future a very substantial increase in that tonnage. The Oriental traffic which was divided with a number of lines in which our company made a great inroad can be in a substantial degree diverted to us and arrangements have been made with the Russian authorities that will insure a very large increase in the tonnage for Vladivostok passing through the port of Vancouver." (Applause.)

Lord Shaughnessy then referred to what had been done by the C.P.R. for the development of the mining industry in the province, when the Consolidated Company was at a low ebb. He also made a brief reference to the opening of the Keio Valley Railway and the fact that it was now a coast by rail. Speaking with regard to the Esquimalt & Nanaimo Railway, acquired by the company some years ago, he said that had been extended and facilities were now being provided for a very largely increased territory. With the return of better times, and when conditions were more favorable, no doubt extensions would be made "without any demand on the exchequer of the province." (Laughter.)

"We must try to determine," said Lord Shaughnessy, "what our policy is going to be in the future. I speak for the policy of all of us who are interested in the welfare and progress of the Dominion. At the moment we have one working thing that supercedes all others. The war must be prosecuted to a successful conclusion at all hazards. (Applause.) Nothing that is either directly or indirectly connected with the successful prosecution of the war should occupy more than a secondary place in our thoughts. The war will not last forever.

"Indeed, there are those of us who think that the end is not far off. But whether it be this year or next year or the year after, we must be prepared to take advantage of such opportunities as may arise. Canada has made tremendous sacrifices in money and men, giving direct contribution of Canada's patriotic loyalty to the Mother Country and to the Empire. The fact that we have taken such a strong position that we have done so much to help has won for us the sympathy beyond doubt of Great Britain and of British allies, and to the extent that those nations can be of service in forwarding large industrial and com-

mercial and agricultural interest.

"But I do not like the idea of depending too much on the goodwill of others. We must endeavor to do the right thing ourselves. It is quite useless, to my mind, to imagine that because of the animosities arising from the war, that the Germans and Austrians are to be shut out from all civilized countries of the world, compelled to confine their trade relations in their own countries and with each other.

"Those feelings of animosity are rapidly dissipated if there be a commercial advantage in forgetting that they exist. We cannot count upon that either as a very important influence in determining what our policy must be. We must try to frame our own policy and we must try to carry it out vigorously, receiving, of course, such advantages as may properly come to us. But our own capacity for business, our own organization, our own energy are the factors that will determine what is exactly the amount of progress we are going to make. (Applause.)

"At the bottom of everything is immigration. We must have more people, not only on the prairies where there is grain, but here in British Columbia, where almost everything can be grown, where there is such room for the development of our fisheries and timber and mines, where the fruit industry can be made one of such vast importance. The question is, where are we going to secure these people. Possibly the patriotic desire to see that the returned soldier is cared for may induce the country and others to place soldiers on the land, but I do not know that the soldiers may care to go on the land, at least for some time after they return from their experiences on the battlefield. To the extent, however, that they can be induced to take up land to provide homes for themselves and families, they should be given the cheerful co-operation of every interest involved." (Applause.)

Lord Shaughnessy issued a warning against allowing undesirable elements into the country after the war, as had been done on former occasions. He suggested that such an organization as the board of trade, an organization of business men, would be the right people to look after the development of the land, of mining and other industries, instead of a government, which often was, he said, slow in its movements. "We have ample time to make plans," he said, "to induce good people to come here. For several months after the war all the ships on the Atlantic will be engaged in bringing home the troops, so that there will not be much opportunity to bring people from Europe for a long time. During that intervening period we must have opportunities to see where these people can be secured, the kind of people that we should secure, and other information that will promote a scientific immigration propaganda.

"About the future we have no doubt whatever. If we continue as we are, conserving our resources, avoiding unnecessary expenditure until we can afford it better, if we conclude that our success is going to be dependent entirely on our own efforts and that any assistance we get from other causes must be considered extraneous and not essential, if we make up our minds that we are going to be equal to any country in the world, that of our ability to do things there is no question, there will be no doubt as to the position of Canada in the future. I have not a doubt that there are in this room many young men who will see this country with a population trebled at least, and even larger figures might not be excessive if we perform our duty as I have remarked." (Applause.)

A hearty vote of thanks was accorded to Lord Shaughnessy on the motion of Mayor McBeath, seconded by Sir Charles Hibbert Tupper.

## A COMPLAINT FROM THE HANWELL ROAD

To the Editor of the Mail.

Sir,—I would like to ask, through your paper, if the laws respecting roads and streets have been changed any in the last year or so. It used to be, I believe, that a road or street had to be 66 feet wide. Now I see that the law must have been changed to suit the Hanwell road, or at least to suit one farmer on it.

Last year this farmer started a fence along the road, but instead of allowing the usual width of 66 feet, he left about forty-five. Road Master Jewett, at \$800 a year, promptly stopped the fence going any farther. We are paying an engineer \$1,500 now to allow this farmer to complete what Road Master Jewett would not allow.

Hence, I think the law must have been changed. And yet, if you speak to an alderman about it he will say, "Oh, they can't fence city property; if they do, the city can assess them so much a day for the use of it," which makes it look as if the law was changed, or they would not have the power to allow it fenced and then assess the owner for the use of it.

Then, again, I would like to ask if they have the right to shut the people off from the use of the piece of road as a sidewalk in the muddy weather? This is a privilege we have always had, but now we are cut off from that privilege. And still they will say one of the reasons our taxes are going up so is because they are making permanent roads and streets.

Is this fence a permanent fence, Mr. Editor? If it is, kindly let us know, and we will try and clear the bushes off the other side of the road, where the road is the proper width, and people are not so hoggyish, and try to make a sidewalk there.

Thanking you for valuable space, Mr. Editor, I remain,

Yours truly,

RATEPAYER.

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## RUSSIAN AVIATORS PULL OFF RAIDS

Petrograd, Sept. 29.—An official statement issued today by the Russian War Department says:

"On the western front, in the region of Boruny and Krevo, southwest of Smorgon, our aviators made a raid on points in the rear of the enemy's lines. Bombs were successfully dropped at various places, causing explosions and fires in the enemy's stores.

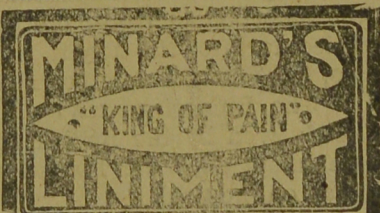
"Bombs also were dropped on several railway stations and on motor transports.

"During the raid an aerial fight took place as the result of which four German aeroplanes were brought down, one of our machines, after a fight with two aeroplanes of the Albatross type, fell in the enemy lines. In addition we lost a machine of the Moran parol type."

## MAN ENJOYS SHAVING.

The absent minded professor had gone to the barber's for a shave. After the operation he continued to occupy the chair; the barber thought he must have fallen asleep, and respectfully asked him whether this were so.

"No, my good man," he replied. "I am not asleep. The fact is I am very near-sighted and when I took my glasses off I was no longer able to see myself in the mirror opposite. Naturally I supposed I had already gone home."



The old reliable remedy for rheumatism, neuralgia, sore throat and sprains.

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Small hats greatly in evidence in new color blends, are shown in attractive array for the tailored suit, conspicuous among them being the Beretta and Jockey hat.

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## KODAKS

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Courtesy	OUR TRAVELLERS WILL BE PLEASED TO SHOW YOU THE SAMPLES.	Care

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