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THE LADIES' AND CHILDREN'S SHOPPE

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62 YORK ST.

## TRANSPORTATION PROBLEMS DISCUSSED AT HALIFAX BY PRESIDENT BEATTY OF THE C.P.R.

Halifax, Oct. 23—More active participation on the part of the Canadian Pacific Railway in the transportation affairs of Nova Scotia was urged by Hon. E. N. Rhodes, premier of the province, and discussed by E. W. Beatty, president of the system at a banquet tendered the latter tonight on the occasion of the formal opening of the new Lord Nelson Hotel in which the C. P. R. is largely interested. The Premier in introducing Mr. Beatty expressed the hope that Nova Scotians

### Urged to Act.

It has been strongly urged that we should become a greater factor in Nova Scotia's transportation and development. I will admit that generally speaking, though there are, of course, exceptions, most communities gain by competitive railway services. I do not think this condition applies to outlying sparsely populated communities in which the production and shipment of freights are limited, but under normal conditions and with reasonable traffic already developed or capable of being developed competition is a good thing for communities and for industry. It is, in addition, the most effective known human method whereby excellence in the standard of service is maintained. Nova Scotia is served by the old Intercolonial and the Halifax Southwestern, now together forming part of the National system, and by the Dominion Atlantic Railway.

By far the greater mileage is naturally in the National system, and before it could be decided that the services of competing railways should be extended, it must be determined whether there are insufficient services and whether the future advantage in the way of development or in expansion of industry would warrant depriving the existing railways for a period of years of some of the traffic which they already enjoy. It has been suggested that it would be in the interests of the port of Halifax and the province of Nova Scotia as a whole if the Canadian Pacific should secure running rights into your city. I will admit it would be an advantage to your city to have us here, but that local advantage would be more than offset if it were found that we secured it at too great a cost to ourselves to other parts of Canada or to other transportation companies.

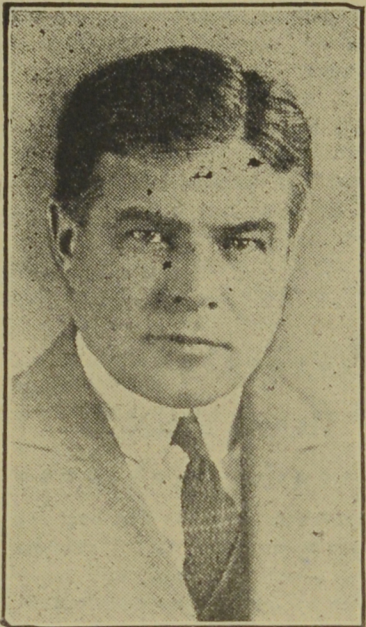
### Running Rights.

The last annual report of the Canadian National system indicates that their eastern lines are not operated at a profit. The official figures are evidence that operating expenses were not met in 1927 by a matter of \$2,500,000. What the deficit would be, were interest added on the cost of the lines in the Maritimes, I do not know, but obviously, if interest were added to the operating deficit, the total deficit would be substantial. If through the medium of running rights over the Intercolonial Railway, the Canadian Pacific were to enter your province to a greater extent than it does, it would naturally have to pay for the privilege it thereby secured. Naturally as well it would take from the existing system, some of the traffic the latter now enjoys and it would probably be many years before the losses were offset by new traffic, even if a steady development of that traffic took place. It would seem, therefore, that the acquisition by the Canadian Pacific of running rights could for many years to come have only the following results:

The Canadian Pacific would carry such business as they secured at a loss. The loss to the National system on the lines operated in this territory would be diminished by the rentals it secured for the use of its property and increased by the extent to which the business was diverted to the Canadian Pacific. In both cases no regard is held because the figures are not available to the revenues of other parts of the system through the haulage of traffic contributed by or originating from Nova Scotia and destined to other parts of Canada.

If the Canadian Pacific is to make greater use of the port of Halifax it will be only because it has an alternative route on import and export business over its own rails and has likewise improved the connecting link between Saint John and Digby. If this can be made an effective alternative route, modern and efficient in the character of service, then you will benefit and we will benefit and the loss to others will be reduced to a minimum.

If there is any scheme evolved by the federal or provincial governments, by your board of trade or other commercial bodies which seem to offer possibilities of more adequately meeting the situation, I will be very glad to consider it and I feel I do not



MR. E. W. BEATTY, K. C.

would eventually enjoy the benefits of competitive railway facilities and quoted from a resolution adopted unanimously at the last session of the Legislature, formally inviting the C. P. R. to enter the province. He was supported by D. R. Turnbull, president of the Halifax Board of Trade, who presided at the banquet.

The gathering which was representative of the official, professional and business life of the province was also addressed by H. R. Silver, president of the Board of Directors, who told of the building of the hotel, W. U. Appleton, General Manager of the Atlantic Division of the Canadian National Railways and Col. Alex. Montgomerie, as representative of the steamship interests of the port.

President Beatty.

Mr. Beatty offered his congratulations to the citizens of Halifax upon the completion of the new Lord Nelson Hotel. "I have looked forward," he said, "to the completion of the hotel which marks the results of a sincere co-operative effort on the part of the people of Halifax, institutions doing business here, financial and other corporations who believe in your future, the Eastern Steamship Co., and the Canadian Pacific Railway. At one time I hoped that the hotel would have the advantage of the Canadian National being a partner in it, because from the outset I felt that any enterprise which received the local support of your citizens and your corporations and was backed by the traffic-getting abilities of the two railway companies and the Eastern Steamship Co., would start its operations under auspices more favorable than any other similar undertaking in any part of Canada. However, and I think unfortunately, this plan did not eventuate but the men of Halifax who conceived and fostered the original project were not discouraged and as a result we are able today to join in celebrating the opening of this modern and commodious hotel which, after careful inspection, I can assure you is a credit to your city and will be the means of drawing to it considerable travel especially during the tourist season.

The interest of the company which I represent in Nova Scotia is confined to its ownership of the Dominion Atlantic Railway, to its interest in your freight traffic which during the winter months its vessels may receive through the port of Halifax, and to its interest in an effective connection between the ports of Digby and Saint John.

"Now, this brings me to the subject of the probability or the prospect of the further extension of the services of the Canadian Pacific in this province. The subject has been somewhat controversial in former years.

## RED ROSE TEA "is good tea"

Red Rose Orange Pekoe

is supreme

In clean, bright Aluminum.

### COMMITTEE WAS APPOINTED FOR BLEACHER WORK

(Continued From Page Eight.)

business of the U. N. B. club meeting last evening and besides this the usual routine was conducted. J. W. Sears, local barrister was elected president of the society and C. McN. Steeves was chosen for honorary president. Prof. H. P. Webb, professor at the University was elected vice-president.

Following is the list of officers for the ensuing year: Honorary President, C. McN. Steeves; President, J. W. Sears; Vice-president, Prof. H. P. Webb; Sec. Treas., Prof. Byron Fleigher; members of executive, Miss Eliza B. Hunter, Miss Louise Kinghorn; Miss Edith McLeod, Miss Isabella Babbitt, C. W. Clark. Bleacher committee, Prof. Webb, (chairman), C. McN. Steeves, Leo F. Cain and Dr. A. F. VanWart.

### ANOTHER MAN ARRESTED IN DAMAGE CHARGE

(Continued From Page Eight.)

Saunders and Albert Osborne both residents of Morysville. Their hearing is set for Monday morning.

The alleged offence occurred on Tuesday of last week and considerable property belonging to an elderly resident of Marysville was damaged by the miscreants. The owner of the property stated to the police that the rebellious ones threw stones and cans through the windows and created quite a disturbance. Sergeant John Bird of the Provincial Police was sent from here to inquire into the matter and as a result two were arrested and brought to this city.

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SPECIAL ATTRACTION  
AT GAIETY THEATRE  
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### TICKETS FOR GAIETY THEATRE GIVEN AWAY

On another page in this issue you will find the Missing Letter Contest. Find the missing letters in the advertisements, when properly placed they will spell the names of two firms advertising in this contest. The first six correct answers sent to this office will each receive a ticket for the Gaiety Theatre. The contest is not open to members of the Mail staff or their immediate families.

### Returned Home

Chester Hickey of this city who has been one of the crew of a steamer plying on the Great Lakes during the past season arrived home yesterday and will remain for a time.

need to assure you that the consideration will be as sympathetic as possible.

"Beggars of Life" is the photo play at the Gaiety for Wednesday and Thursday. It is a tale of the followers of the high road, the hoboes who peer at organized society through the windows of freight cars and the poles of back fences. It begins when Miss Brooks as a forlorn and fugitive murderess is taken under Mr. Arlen's left or right wing. It then follows their sojourn on a box car, their bumping into a tramp jungle in the wilds of the middle west, and their eventual escape to Canada.

The acting especially that of the principals, Richard Arlen, Louise Brooks, Robert Perry (who plays Snake) and I suppose Wallace Berry as Red, is especially fine. And the photography backgrounds and camera treatment are gorgeous.

Moscow, Oct. 24—Stiff white collars cost more to launder in Moscow than their original purchase price elsewhere. They are considered a bourgeois article, and some proletarian laundries will not accept them. Others charge 25 cents to wash and iron them.

### AN ELECTRIC WASHER

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### TO USE AIRPORT

### The River Rising.

Moscow, Oct. 24—Soviet air authorities have authorized the construction of an airport in Moscow for the accommodation of three air lines; the Berlin-Moscow and Moscow-Irkutsk services and the lines from Moscow to Teheran via Baku.

The water in the Saint John river has risen nearly three feet as a result of recent rains. Most of the bars are now completely covered.

When wives read their husbands' literary efforts then it's poetry.

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