

## PRINCE RUPERT HAS LONG SUMMER DAYS AND SHORT WINTER ONES

**The Mining Boom—Copper River Trail Opens a Rich Country—Anthracite Coal, Copper, Gold and Silver Among the Minerals That Are Alongside the Trail—The Arrival of the Prince Rupert.**

Prince Rupert, B.C., July 17.—The people of this new town seem to grow more enthusiastic daily over the development of the town and locality. The arrival of a Governor-General, a Lieutenant-Governor and Provincial Premier are trivial happenings as compared with the arrival of a steamship. We are still talking about the million-dollar steamer Prince Rupert, which sailed in majesty into this port last week, on her maiden voyage. No sooner had the wireless message arrived from Scarlet Point, Queen Charlotte Sound that the vessel had arrived than the whole town became gloriously excited. It was not the fact that a new steamer was about to arrive that caused the enthusiasm. Scores of vessels arrive in port weekly—many of them well built and luxuriously fitted. But the Rupert meant a brand new notch in the post of progression. It was the first of the real G.T.R. fleet—the first of the floating palaces which are to be part and parcel of the great continental railroad system which, will in time, not so far distant circle the globe. No sooner had we ceased celebrating the Prince Rupert's arrival than the Prince Albert steamed into port. She is distinctly a deep-sea boat, and is fitted with wireless. The steamer will go on the line between Prince Rupert and the Queen Charlotte Islands.

**ASSAYS OF STEWART CLAIMS.**  
Interest still centres around the mining district up at Stewart. The discoverers of the gold reef at Stewart's door are confident that they have found the reef from which the streams hereabouts obtain their gold and which has for ages been supplying gold to the famous Unak River and Alaskan creeks. C. M. Delgrove and Louis Anderson have been on the reef for several weeks. They kept their mouths severely closed until Clothier and Ritchie returned assays of \$49 an average for 3,000 feet and \$6.00 an average for five claims.

The clean-up of gold at Nome, Alaska, for this spring is estimated at one million and seventy-five thousand dollars. The output of the Innoko and outland districts combined is estimated at one million two hundred and fifty thousand. Mining on the Iditarod Creek has been carried on in a most primitive way without machinery.

**THE COPPER RIVER TRAIL.**  
There is a force of men at work up on the Copper River trail, completing it to a point of connection with

the trail from Telkwa, Bulkley Valley. They will connect at a point called Copper Summit, forty miles from this place, giving a complete CopperCity-Telkwa trail seventy miles in length, as against 160 miles to Telkwa via Hazelton. Every mile of the trail is through a rich mineral belt; the first eight miles out from Telkwa goes through the anthracite coal belt which is covered by the claims of the Cassiar and Kitimaat Coal Companies. Sixty-two miles are through the rich mineral belts of the older formation, in which a number of rich gold finds, silver and copper have already been located, and in which hundreds of prospectors will be prospecting this summer. It would seem that on every side of us abundant opportunities lie for fortune-seekers. And the admirable point about the money-making properties of this new land is that the incoming man requires no university degrees or other qualities of profound knowledge. A strong determination and physical strength are the chief requisites.

### A QUESTION OF DAYLIGHT

The one matter which is of tremendous interest to the newcomer, What will the ever-increasing population think of Prince Rupert's unequal division of daylight? At present we are living a sort of Bohemian life, and a delightful one it is, for what can be more delightful than to breathe an atmosphere of universal good-fellowship and confident belief in our future? But when the buoyant days of the town's birth have passed, when we calm down to a normal existence and don our frock coats each Sunday morning to take the regular place in the family pew how then are we going to view our long daylight summers and our short daylight winters? Some people hold that Prince Rupert will always remain a summer city, and that the major portion of the inhabitants will go south each autumn, to return with the robins spring. Others assert that we will gradually adapt ourselves to the short day winters and learn to think no more of them than do the Londoners of their dreary fog. In fact, it is quite possible that Prince Rupert with its clear, bracing climate, will, even in the short, dark days of autumn, have days of longer duration than those of smoky old London. At any rate, any question as to Prince Rupert's future is not agitating the inhabitants of this town itself. It may be interesting the outside world, but Prince Rupert sees nothing but the most rosy future before it.

## A RAILWAY PROPOSITION AS APPLIED TO CANADA AND U. S.

**The Ratio of Wages to Total Operating Expenses is Less on American Than on Canadian Roads—The Large Increase in the Cost of Operation Demands that Companies Get All the Service Possible for Wages Paid.**

What has recently been advanced in behalf of United States railways' claims to an increase in their freight charges, has been illustrated in the case of the Canadian roads in connection with the late award of the board acting under the conciliation law. From the nature of things wages are more largely into the cost of operating the railways than in connection with any other industry. When to wages is added the cost of fuel and material, in the production of which the cost of labor is a main factor, it may be said that there is no business which pays out so large a proportion of its gross receipts to the actual worker as the railway. Some statements just issued illustrate the point. In the year ending with June 30, 1909 the gross earnings of Canadian railways amounted to \$145,056,000. Of this sum 43½ per cent. was paid to the men who work and manage the lines. In the United States the percentage of gross earnings paid in wages during the same time was only 41 per cent. The difference of 2½ per cent. is not the result of divergencies in the rate of pay, but is to be ascribed to the fact that in large sections of the United States the population is much denser than it is in Canada; the trains there as a rule carry more passengers, more freight of various kinds, and the same operating force takes care of a heavier volume of business. When it is remembered that the state of New York has a population as large as all Canada the situation in this regard may be realized. When it is urged that the pay on Canadian roads should be as high as on those in the neighboring parts of the United States some things are forgotten. That, however, is aside. Canadian roads must pay approximately the same as those over the border or they will not retain good men. When, however, they have to increase the rates of pay for their men, and for their supplies, faster than they can increase

their traffic and traffic earnings they find their financial position growing weaker. The estimate is that in twelve years up to 1910 the cost of labor on the Canadian railways increased by 30 per cent., that of supplies, material and equipment, exclusive of lumber, by 44 per cent., and that of lumber by 65 per cent. The companies have been able to maintain their standing by the large and effective expenditure of money on track and rolling stock equipment. Tracks have been straightened and doubled the grades on them reduced, and the lines laid with heavier rails. Bridges have been strengthened. The power of locomotives and the capacity of cars increased till a train's freight tonnage is almost or quite double what it was a score of years ago. The benefit has not all been to the railway share and bond holders. Rates have been reduced by some fractions of a cent a ton a mile that seems nothing stated by itself, but multiplied by the tens of millions of tons carried a mile means a large saving to those who pay transportation charges. The roads, however, cannot continuously go on spending money on improvements and increasing wages and operating outlays and maintain their financial standing unless they can increase their earnings in proportion near to that of the growing demands upon them. The calculation is made that the increase to the trainmen just recommended by the board of conciliation, when conceded, and made the basis of concessions to other branches of labor, will raise the percentage of the cost of wages on Canadian roads as a whole from 43½ to about 54½ per cent. of the gross earnings. Business men will appreciate what that will mean in its effect on the net earnings. A large increase in the cost of working the roads cannot be considered alone. If the companies are to meet their responsibilities, maintain their credit and keep themselves in a position to meet greater demands on their facilities, they must get more for services that cost them more.

## SEVEN MILLION NOW TO BE DIVIDED UP

Granite City Ill., July 19.—By the death of Mrs. Mary Niedringhaus at her summer home at Jamestown R.I. yesterday, the seven million dollar estate of her husband, the late W. F. Niedringhaus will revert to her four sons and six daughters to be divided among them.

Wm. F. Niedringhaus, died July 18, 1908. He was the founder of Granite City as an industrial community and his estate consisted chiefly of stock in a manufacturing concern and real estate here and in St. Louis. His will directed that a trust company be formed to manage the estate. The four sons were named as directors of the company and was ordered to pay Mrs. Niedringhaus \$20,000 a year from the income of the estate. The death of Mrs. Niedringhaus ends the trust.

### FIG PILLS

**Cure Backache, Bladder and Kidney Trouble**

A few doses of FIG PILLS will convince you that a few more will cure you. Every box of FIG PILLS is guaranteed. If they do not cure all Bladder, Kidney, Rheumatism and Liver Trouble, your money will be refunded.

25c a box at all leading drug stores. A. J. Ryan, Central Pharmacy.

Liverpool, July 19.—The cotton exchange here will be closed Saturday July 30 and Monday August 1.

Mrs. Edwin H. Clarke is spending the week in St. John, the guest of her sister, Mrs. Robt. Rankine.

Mr. Otis Shields of St. Marys left this morning for Houlton to try his examinations in telegraphy.

## 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 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,  
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.

## 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.

## AMUSEMENTS

## Bijou

COOL AND BREEZY

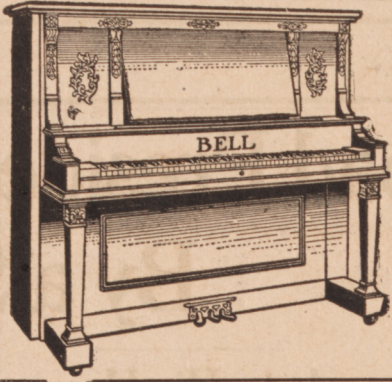
Program  
"PERCY, THE COWBOY"  
"IN THE DARK VALLEY"  
"CAPTURING CUB BEARS"  
and others  
ILLUSTRATED SONGS  
Daily Matinee 3 p. m.  
Evenings at 7.45 p. m.  
ELECTRIC FANS

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IN THE SEASON OF BUDS  
(Biograph)  
FORTUNE'S FOOL  
(Edison)  
ALL ON ACCOUNT OF LAUDRY BILL  
(Comic)  
THE SHERIFF'S SACRIFICE  
A Western picture with lots of life in it.  
Don't fail to hear the Quartette.  
Cool and Breezy with Electric Fans just installed.

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Everything that is new and up-to-date in Dentistry. The teeth extracted painlessly or toothache relieved any hour, day or night.

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and Special Practitioner's Certificate from Chicago College of Dental Surgery. Artificial teeth inserted in gold, aluminum and ordinary rubber plates. Crown and Bridge work executed in gold and porcelain, after latest and best methods. Anaesthetics, local and general, applied and administered for painless dentistry. Office, Chestnut Building, Queen Street—Phone 397-11.



### FROM A PROFESSIONAL STAND POINT

all doctors know that pure drugs are necessary to the proper compounding of their prescriptions, and the restoration of the health of their patients.

### OUR DRUGS

are absolutely pure, and devoid of injurious substitutes. When we compound your prescriptions we give you exactly what is called for, and the best of the various compounds. We keep a very complete line of toilet articles and can safely look after your needs in this regard. Prices right, too.

### STAPLES PHARMACY

York Street

ALONZO STAPLES - Prop.

## Engraving

Orders for engraving and embossing of visiting cards, letter heads, wedding announcements and invitations, will be taken at THE MAIL OFFICE.

## MAIL ADS. PAY.

## WAGNER DICKERSON & CO.

BANKERS AND BROKERS

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Special Department for the Purchase and Sale of odd lots

Listed and Unlisted Securities

25 Broad Street - - New York

### CLASSIFIED ADS.

not exceeding one inch, one insertion, 25 cents; three insertions, 60 cents; one week \$1.00; one month \$3.00.

### WANTED

BOYS WANTED—To sell the Daily Mail. There's money in it.

WANTED—At the Mail Office a printer—an all round man preferred. Steady employment and good wages.

WANTED—A Second Class Female Teacher for the Cork School, District No. 3, Parish of Manners Sutton. Apply, stating salary to

ARTHUR McCANN, Secretary of Trustees.

Post Office Address

Hurley's Corner, York County, N. B.

WANTED—Prospective bride to have their wedding stationary printed at the Mail office. We have a large and well assorted stock to select from.

### TO LET

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

### TO LET

Furnished house on Church Street until May 1st next. Fitted with all modern improvements. Possession given Aug. 1st. Enquire P. O. Box 252.

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

### FARM FOR SALE

The undersigned offers for sale his valuable farm at Tay Settlement, York County consisting of 150 acres nearly all of which is in a high state of cultivation. Buildings in good repair. Never failing water supply. Will be sold with or without crops. Full particulars on application.

JOSEPH HAWKES, Tay Settlement, York Co., N.B.

### FOR SALE

FOR SALE—Building lots on St. John and Regent Streets. Also good heavy standing hay, about four acres. Apply to Mrs. T. Lynch.

Deal Ends and Slab Lengths 16 in.

MAY BE HAD FROM R. T. BAIRD

Telephone 413

### Notice to Plumbers, &c.

All contractors, plumbers, and others having charge of plumbing work in this city are required to hereafter comply strictly with the fourth and other regulations of the Provincial Board of Health with respect to Plumbing and House Draining—more particularly by filing with the Local Board plans and specifications of proposed work for approval. Compliance with this law will hereafter be strictly enforced. Blank forms will be furnished on application to the undersigned.

By order of the Fredericton Board of Health.

Dated this 29th day of June, A. D. 1910.

CHAS. W. BECKWITH, Secretary.

Fredericton Board of Health.

## JOHN G. ADAMS

THE LEADING UNDERTAKER AND FUNERAL DIRECTOR

QUEEN ST. NEXT QUEEN HOTEL

ORDERS PROMPTLY ATTENDED TO

Illustration of a coffin.

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