

Exceptional Values Offered IN MEN'S FALL CLOTHING

AT THE BROADWAY STORE

You cannot delay longer the purchase of New Fall Clothing. The days are here when you need heavier clothing to counteract the cool breezes. We will be glad to show you many beautiful autumn and winter styles in all sizes at a wide range of prices. The quality and styles will please the most fastidious.

Men's Suits, \$5 to \$25.
Men's Overcoats, \$5 to \$25
Men's Trousers, \$1 to \$6

W. E. FARRELL

The Broadway Store - Opposite Normal School

ROWNTREE'S CELEBRATED ENGLISH PASTILLES

In all the different flavors, just received, see them in our up town window.

Sole agents for McConkey's High Grade Chocolates

CENTRAL PHARMACY **ARTHUR J. RYAN**
Corner Queen and Carleton Sts.

LEATHER GOODS

We have just received a large stock of Ladies' Leather Hand Bags

Prices 89c. to \$15.00 Each.

See Our Upper Window.

C. H. FOWLER,

Jeweler and Optician. - Opposite Post Office.

NEW VEGETABLES

GREEN CORN SQUASH
SWEET POTATOES CELERY

CHOICE FRUIT

PEACHES PEARS PLUMS GRAPES
ORANGES BANANAS WATERMELONS
FROU-FROU--GRAPE JUICE

E. G. HOBEN

THE YORK STREET GROCER.

SAVE THE FINE

LET US FIT YOUR WHEEL WITH

Mud Guards and Gas Lamps

and you won't have to ride on the sidewalk any more.

We have them all Prices

Wm. C. Burt - F'ton. N. B.
KEYS REPAIRS

THANKSGIVING

BIG SAVING FOR QUICK BUYERS

Cream Table Linen, 29c, regular 35c
" " " 35 " 48
" " " 38 " 50
" " " 45 " 55

Linen Towelling, 8, 10, 12c
Huck Towelling, 10, 12, 15c
Towels, 10, 12, 15, 20c

Men's Underwear, 50, 75, \$1.00
Boys' Underwear, 25, 35, 50c
Ladies' Ceetee Underwear, 25c up

Boys' Sweaters, 50, 75, 90c
Men's Sweaters, 95, \$1.00, \$1.25

The lines listed above should attract the keenest buyers.

PETER FARRELL & CO

Laurier, the Greater Conciliator, Interpretation of a Statesman

His Attitude on the Hudson Bay Railroad and Example of His Methods of Thought--Devoted Passionately to the Unifying of His Country--He Means, if Possible, to Give Each Section What it Wants.

(E. W. Thomson in Boston Transcript)

It is no exaggeration to say that Sir Wilfrid Laurier seen in conversation, appears to have been not merely refreshed by his recent ten thousand miles of western railway travelling, but so much rejuvenated at sixty-eight that he may fairly be entitled Canada's Grand Young Man. In the ranks of our political young there is nobody on either side who begins to compete with him in mental alertness, responsiveness, lucidity, self-confidence, optimism, or any other quality or dimly reckoned as peculiarly appertaining to the rising generation. Yet he is, in the most distinguishing characteristic of his mind, precisely the same Laurier who became the most lovable figure of our public life forty years ago. Age has not withered nor custom staled his disposition to act in large affairs on conciliation as the true principle for dealing with all opinions, sections, races, creeds, sentiments, sympathizing as his common sense will permit even with what he tends against. He is quick to see from the opponent's point of view to put himself in his place, and to lead him by suggesting as the temporary occupancy of that position, some considerations very proper to it, which the disputant had either overlooked, or failed to regard with sufficient care.

HIS RULING THOUGHT

It is not permissible to interview him for publication, but one is at liberty to state how it seems to himself that Sir Wilfrid views certain important affairs of current interest. These are the Hudson Bay Railway, (which this correspondence has been criticising harshly for some months), the Canadian navy programme, and reciprocity, matters of widely different sorts. He approaches the trio from one direction, that of a man whose ruling thought is to promote union between Canadians. He does this instinctively or inevitably. He takes it for granted that there can be no other Canadian way forward. He tacitly assumes that the majority of all the people will approve any unarmful programme, even if it be expensive, which is ardently desired by some province, section, or important minority. To observe this way of his is to renew one's sense of contact with a thoroughly gracious mind. Laurier has a new country in hand; it is one of many diversities in geography, occupations, interests, races, creeds, every element is entitled to just consideration; a sound reason against some course not in itself wrong would be that it was obnoxious to any worthy element; a sound reason for some costly course may be that it is keenly desired by such an element. He would have his countrymen see all public propositions with good will to one another. That any religion or province hunger for a certain thing is, to him, *prima facie* a reason why he should try to grant it, instead of a reason why other regions or provinces should fly mad dog like against it. He considers that if Canadians do not act on these principles they cannot hold their country together, much less promote the affections which will unite its sections by sentiments stronger and more durable than mere political institutions. So Edmund Burke reasoned in politics; so Gladstone reasoned in proposing home rule when Ireland had clearly manifested desire for it; so Laurier reasons now.

THE HUDSON BAY ROAD.

Consider the Hudson Bay Railway. Criticasters are apt to view it, in all honesty, with some derision, when they have but examined the scheme as a transportation or commercial project. We say, or hoot--"The Bay is open only three months a year, possibly four. Its shores are wildernesses. Its ports lack all manner of terminal convenience. To navigate it safely for three, or four months each year, a special sort of high-powered steamer will be needed, which cannot carry very large cargoes. The railway to either of these two possible Hudson Bay ports will be seven hundred miles long from the wheat country. The road cannot be operated for more than three or four months of each year; hence its rolling stock must lie idle for nine, unless used on other roads. Rates of insurance on Hudson Bay trains, cargoes and bottoms must therefore be very high proportionately to distances. A great deal of money will be needed to supply railway terminals, lighthouses, and Marconi stations. All operators employed so far north will require high pay. We cannot see a chance that the Hudson Bay route will pay as a transportation enterprise. Costs of operation, and interest on extended capital, will make rates so dear that the west cannot get the benefits

which its people expect to come of the short haul to tide-water. Hence, we declare the project at least premature. All manner of new public utilities are needed in the Eastern Provinces--for instance the Georgian Bay Canal. It seems, for these reasons, improper to build the Hudson Bay immediately. We can see no other ministerial reason for pushing it except a desire to gratify and catch the Western prairie vote."

WHAT THE WEST WANTS.

Thus the objector concludes with a suspicion and a taunt. He is surprised to find Sir Wilfrid taking, as his primary reason for pushing the road, the assertion that he is, indeed, inspired by a wish to gratify the west. Not for the sake of western votes, though votes are a legitimate consideration to any party leader, but from consideration for the electors and the whole Dominion. Those electors are our fellow Canadians. They occupy a region which will soon contain the bulk of our people. It is of quite paramount importance, in a political sense, that the growing, distant and geographically separated west shall be inhabited by electors not merely tolerant of, but pleased with, their eastern fellow citizens and with the Ottawa government's rule. *Prima facie*, the desire of the west is, therefore, a first rate reason for wishing to build the Hudson Bay Railroad.

Obviously the Premier's late extensive inspection of the prairies has enhanced his warm sympathy with their people. He sees them newly as the settlers with climate, the pioneers, the furrow makers, the men in the gap, the builders of an ever increasing market for the products of eastern Canada--a market vastly more valuable than any that England, Germany, France or the United States expended innumerable millions to obtain by force of arms, against the will of the inhabitants. If eastern Canada can establish her great market, and include the heats of its people firmly to her, by building the Hudson Bay Railway, how foolish it would be not to incur the cost, even if it were all that the opposing critics are pleased to imagine. This is not a report. But when Sir Wilfrid talks that way he captures your sympathies instantly. His first care is to incline his interlocutor favorably to whatever else he may say on the matter. And he knows exactly how to take every man that comes along.

THE MEN WHO KNOW.

Why suppose western men of all parties, all their premiers and ministers, all their chambers of commerce, all their merchants, traders, farmers and farmers' associations to err in their anticipations of large profits from the Hudson Bay road? If you have been among them frequently, you know how sane, shrewd, and rational they are in enterprise. They know the climate. They know the difficulties. It is probable that they, with their hunger for many new railways, would wish to postpone all the others for the sake of getting the Hudson Bay line, unless they had sound reasons for believing that this one will most profit them, and most conduce to the building of their interior or purely prairie lines?

It is said that the expense will be great. Trustworthy engineers estimate it at much less than twenty millions. The money will be more and more fully supplied by sale of lands in the west, which are administered by the Federal government. In whatever degree the enterprise be gratuitously aided by the Dominion, in that degree will be reduced the capital on which it must earn interest. Just as Canada paid to establish the Canadian Pacific, and is paying to establish the National Transcontinental, so will Canada assist the Hudson Bay road.

PROGRESSIVE LIBERAL POLICY.

Such is the policy by which this Dominion has been converted from the wilderness to a prosperous country. That the road will earn more than its operating expenses seems clear from study of the facts. Not only can the prairie grain trade be reckoned on, but the country to be traversed is largely arable, and often highly mineralized. Coal can be delivered from Nova Scotia to the railway terminus, and laid down at Winnipeg cheaper than any other of equal quality there available. The Bay swarms with merchantable fish. For fresh fish this demand of the northwestern states as well as our west, is insatiable. This item of freight, conjoined with whale, seal and walrus products, will be important. Pulpwood is abundant en route. With such elements of traffic, the railway surely ought to do a paying business during the summer

and autumn. If its rolling stock must remain idle the rest of the year that is no sufficient reason for refusing to aid its building, though it may be a good reason against operating the road as a public line. If a company owning extensive connections takes the operation, that company can utilize the Hudson Bay rolling stock on its other lines. There is no sense in the notion that such a company could exact high freight rates on wheat to the Bay, or on any traffic either way, since full control of rates is in our railway commission. To repute the west in all benefits that could come of government operation, it is only necessary that the obligations undertaken by an operating company, in return for public aid, shall be duly comprehensive.

THE QUESTION OF COST.

Now, about the cost of wharfs and lighthouses and wireless. The policy of Canada is to provide such facilities to commerce wherever traffic may be developed in Canada. To discriminate against the Hudson Bay Railway by refusing to develop its ports, lights, etc., would be novel and improper. Such prospective expenses cannot be reckoned as a reason against building that line. The prospective expenses for port and light and channel facilities to the Canadian Pacific Railway or the Grand Trunk Railway were not charged in any sense against those projects.

Consider all these points in view of our memories of how pessimists contended against every Canadian enterprise of the past fifty years. Results have proved those pessimists false prophets. "Climate" and "wilderness" were their bugaboos. The northern climate has been found tolerable and healthful. The wilderness has been extensively turned to agriculture, lumbering, mining, pulpwooding. Hence Ottawa's government is optimistic by experience. It will build the Hudson Bay line as a promising scheme of transportation and development. We say nothing of its possible future value in a military sense, though it will enable troops and munitions to be placed in Canada's centre, or far on the way to the Orient.

CONFIDENCE AND CAUTION.

To talk of the line as one not likely to be needed before it can be completed is to be blind to what is going on under our continental noses. Mr. J. J. Hill is not the only eminent authority who has observed that population, agriculture and general production promise to increase during the next decade, and for at least fifty years more, far faster than existing facilities and defined projects design to supply railways, ports and canals. Canada will soon have need for much more than the H. B. line, if she is to do her share in handling her own and U. S. products. The Georgian Bay Canal, an enlarged Welland Canal, deepened St. Lawrence canals are all likely to be needed before we can execute them. Little, except risk of exciting distrust among the great leaders of the world and so impairing Canada's high credit, prevents Sir Wilfrid's ministry pushing on all the projected works immediately. Their confidence in the future is absolute, but they must proceed cautiously. They must take care to increase the taxpaying population in an even ratio with the country's borrowings.

TWO MILLION
DOLLAR BLAZE
AT VICTORIA, B. C.

Victoria, B. C., Oct. 27--A large section of the business district of Victoria was scourged by fire last night, and before the flames were under control, damage estimated at \$2,000,000 had been caused. At 1.30 this morning the fire was reported under control but still burning.

The flames broke out in the upholstery department of Spencer & Co., and owing to a high wind spread rapidly.

The Times newspaper office and a large section of the block bounded by Fort Government, Broad streets and Tronche alley, was destroyed.

Several yachts in the harbor caught fire and were destroyed.

The heaviest individual loss is reported by D. Spencer & Co., upholsterers and furniture dealers, who estimate the damage to their property at \$300,000.

The Western Union Telegraph Company building was burned, and a dozen smaller places adjoining.

SWEATER COATS

FOR THE

:-: HOLIDAY :-:

A splendid comfortable garment is a Sweater Coat, just great for a holiday outing. Our stock comprises a large and varied assortment in Greys, Reds, Navys and Whites.

Buy one of our Sweater Coats and you will have something to be thankful for.

TENNANT & HOLDER - Queen St.

PURE WEST INDIA LIME JUICE

A delicious, palatable and nutritious drink for persons of all ages. The Ideal Drink for a Hot Day.

Price 25c. a Bottle.

HUNT & McDONALD

DRUGGISTS - QUEEN ST.

Peerless Granulated Sugar

SWEETEST, PUREST, STRONGEST.

\$5.30 per 100 lbs. Cotton Lined Bags
18 pounds for \$1.00.

"Ask for Peerless"

G. T. Whelpley

508 Queen St. - FREDERICTON, N. B.

QUALITY

Quality is the important thing in medicine. Without it the best efforts of your physician are useless. That is the reason why every effort of this store is spent in getting prescription drugs of finest quality, of tested purity. Our insistence on Quality is the reason that our label on a prescription is a guarantee of goodness.

C. Fred. Chestnut The Quality Drug Store

572 QUEEN ST.

ELECTRIC

TABLE

LAMPS

See our Window Display of ELECTRIC PORTABLE LAMPS. These Lamps are Weathered Oak Finish Stands 24 inches high with square green shade.

Price with Bulb and Cord \$4.50

LEMONT & SONS Ltd.

Escaya Cream, Pompeian Massage Cream, Ingrams Milk Weed Cream, Knowlton's Massage Cream, Hinds Honey and Almond Cream, Sanitol Face Cream.

For Sale by

R. T. MACK Chemist and Druggist 386 Queen St. Fredericton, N.B.