## THE DAILY MAIL, FREDERICTON, N. B., FRIDAY, OCTOBER 28, 1910



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.

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C. H. FOWLER, **Opposite Post Office.** Jeweler and Optician. - - -



## 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 Trans- | which its people expect to come of | and sutumn. If its rolling stock the short haul to tide-water. Hence, must remain idle the rest of the year cript)

WHAT THE WEST WANTS.

led Canada's Grand Young Man. In the Western prairie vote." 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 dinarily reckoned as peculiarly apper- primary reason for pushing the road, he is, in the most distinguishing spired by a wish to gratify the west. characteristic of his mind, precisely Not for the sake of western votes, the same Laurier who became the though votes are a legitimate considmost lovable figure of our public life eration to any party leader, but from orty 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

position, some considerations very proper to it, which the disputant had either overlooked, or failed to regard with sufficient care.

HIS RULING THOUGHT

self that Sir Wilfrid views certain important affairs of current interest. criticising harshly for some months),

expensive, which is ardently desired talks that way he captures your by some province, section, or import- sympathies instanter. His first care ant minority. To observe this way is to incline his interlocutor favorabof his is to renew one's sense of con- ly to whatever else he may say on tact with a thoroughly gracious mind. the matter. And he knows exactly Laurier has a new country in hand; how to take every man that comes it is one of many diversities in geo- along.

Sir Wilfrid Laurier seen in conversa- utilities are needed in the Eastern be a good reason against operating tion, appears to have been not mere- Provinces-for instance the Georgian the road as a public line. If a com ly freshened by his recent ten thou- Bay Caral. It seems, for these rea- pany owning extensive connections sand miles of western railway travel- sons, improper to build the Hudson takes the operation, that company Bay immediately. We can see no oth- can utilize the Hudson Bay rolling ting, but so much rejuvenated at six- er ministerial reason for pushing it stock on its other lines. There is no ty-eight that he may fairly be entit- except a desire to gratify and catch sense in the notion that such a com pany could exact high freight rates on wheat to the Bay, or on any traffic either way, since full control of Thus the objector concludes with a rates is in our railway commission. suspicion and a taunt. He is surpris- To rtcure the west in all benefits that optimism, or any other quality or ed to find Sir Wilfi'd taking, as his could come of government operation, it is only necessary that the obligataining to the rising generation. Yet the assertion that he is, indeed, in- tions undertaken by an operating

THE QUESTION OF COST.

Mr. J. J. Hill is not the only emi-

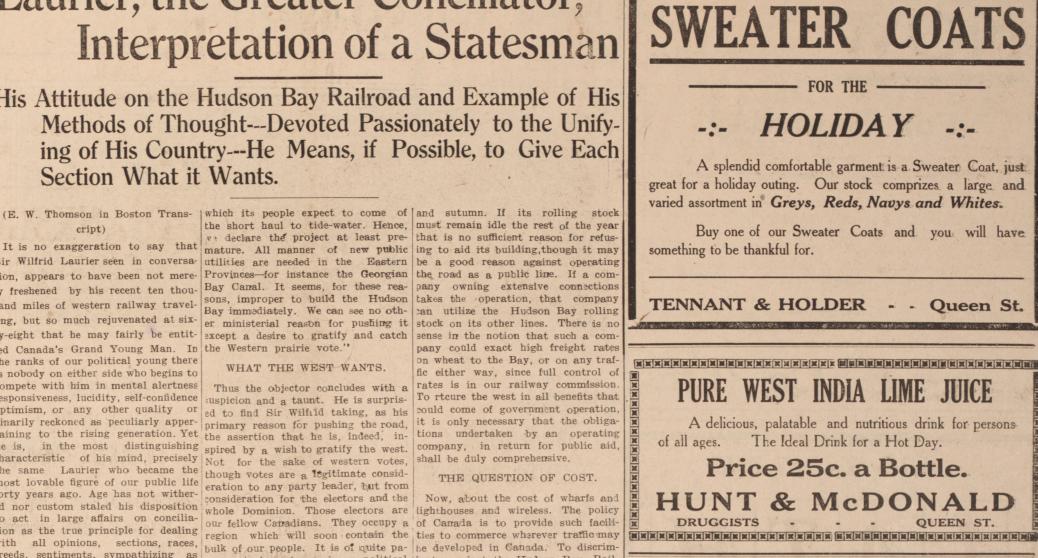
nent authority who has observed that

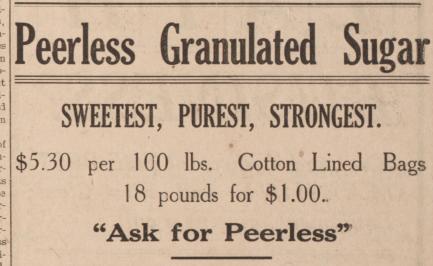
consideration for the electors and the Now, about the cost of wharfs and whole Dominion. Those electors are lighthouses and wireless. The policy our fellow Canadians. They occupy a of Canada is to provide such faciliregion which will soon contain the ties to commerce wherever traffic may bulk of our people. It is of quite pa- be developed in Canada. To discrimramount importance, in a political inate against the Hudson Bay Railsense, that the growing, distant and way by refusing to develop its ports what he tends against. He is to see from the opponent's be inhabited by electors not merely proper. Such prospective expenses point of view to put himself in his place, and to lead himby suggesting tolerant of, but pleased with, their contor follow citizens and with the cannot be reckoned as a reason contor follow citizens and with the as the temporary occupany of that eastern fellow citizens and with the against building that line. The pro Ottawa government's rule. Prima spective expenses for port and light facie, the desire of the west is, there- and channel facilities to the Canad fore, a first rate reason for wishing ian Pacific Railway or the Grand to build the Hudson Bay Railroad. Trunk Railway were not charged in Obviously the Premier's late exten- any sense against those projects. sive inspection of the prairies has en- Consider all these points in view of

hanced his warm sympathy with our memories of how pessimists con-It is not permissable to interview their people. He sees them newly as tended against every Canadian enterhim for publication, but one is at li- the settlers with climate, the pion- prise of the past fifty years. Results berty to state how it seems to him-eers, the furrow makers, the men in have proved those pessimists false he gap, the builders of an ever in- prophets. "Climate" and "wildercreasing market for the products of ness" were their bugaboos. The nor-These are the Hudson Bay Railway, eastern Canada – a market vastly thern climate has been found tolermore valuable than any that Eng- able and healthful. The wilderness land, Germany, France or the United has been extensively turned to agrithe Canadian navy programme, and States expended innumerable millions culture, lumbering, mining, pulpwood ent sorts. He approaches the trio from one direction, that of a man the will of the inhabitants. If east- optimistic by experience. It will build whose ruling thought is to promote ern Canada can establish her great the Hudson Bay line as a promising union between Canadians. He does market, and include the heats of its scheme of transportation and develunion between Canadians. He does this instinctively or inevitably. He Hudson Bay Railway, how foolish it sible future value in a military be no other Canadian way forward. would be not to incur the cost, even sense, though it will enable troops He tacitly assumes that the majority if it were all that the opposing cri-and munitions to be placed in Canof all the people will approve any tics are pleased to imagine. This is ada's centre, or far on the way to unharmful programme, even if it be not a report. But when Sir Wilfrid the Orient.

CONFIDENCE AND CAUTION. To talk of the line as one not like ly to be needed before it can be completed is to be blind to what is going on under our continental noses.

graphy, ocupations, interests, races, THE MEN WHO KNOW.





QUEEN ST.



508 Queen St. -- FREDERICTON, N. B.



Quality is the important thing in medicine. Without it the best efforts of your physician are useless. That is the reason why

creeds, every element is entitled 'to

clearly manifested desire for it; so

Laurier reasons now.

GRAPES against some course not in itself parties, all their premiers and min- ing the next decade, and for at least wrong would be that it was obnox-isters, all their chambers of com-fifty years more, far faster than exious to any worthy element; a sound merce, all their merchants, traders, isting facilities and defined projects reason for some costly course may be farmers and farmers' associations to design to supply railways, ports and that it is keenly desired by such an err in their anticipations of large canals. Canada will soon have need element. He would have his country- profits from the Hudson Bay road? for much more than the H. B. line men see all public propositions with If you have been among them fre- if she is to do her share in handling good will to one another. That any quently, you know how same, shrewd, her own and U. S. products. The religion or province hungers for a and rational they are in enterprise. Georgian Bay Canal, an enlarged certain thing is, to him, prima facie They know the climate. They know Welland Canal, deepened St. Law a reason why he should try to grant the difficulties. It is probable that rence canals are all likely to be need it, instead of a reason why other re- they, with their hunger for many new ed before we can execute them. Litgions or provinces should fly mad dog railways, would wish to postpone all tle, except risk of exciting distrust like against it. He considers that if the others for the sake of getting the among the great leaders of the world Canadians do not act on these princi- Hudson Bay line, unless they had and so impairing Canada's high cre ples they cannot hold their country sound reasons for believing that this dit, prevents Sir Wilfrid's ministry together, much less promote the af- one will most profit them, and most pushing on all the projected works fections which will unite its sections conduce to the building of their in- immediately. Their confidence in the by sentiments stronger and more dur-terior or purely prairie lines? able than mere political institution. So Edmund Burke reasoned in poli-great. Trustworthy engineers esti-are to increase the taxpaying poputics; so Gladstone reasoned in pro- mate it at much less than twenty lation in an even ratio with the posing home rule when Ireland had millions. The money will be more

and more fully supplied by sale of lands in the west, which are admin-

istered by the Federal government. In THE HUDSON BAY ROAD. whatever degree the enterprise be Consider the Hudson Bay Railway. gratuitously aided by the Dominion, iticasters are apt to view it, in in that degree will be reduced the honesty, with some derision, when capital on which it must earn interthey have but examined the scheme est. Just as Canada paid to estabas a transportation or commercial lish the Canadian Pacific, and is project. We say, or hoot:-"The Bay paying to establish the National s open only three months a year, Transcontinental, so will Canada aspossibly four. Its shores are wilder- sist the Hudson Bay road. nesses. Its ports lack all manner of

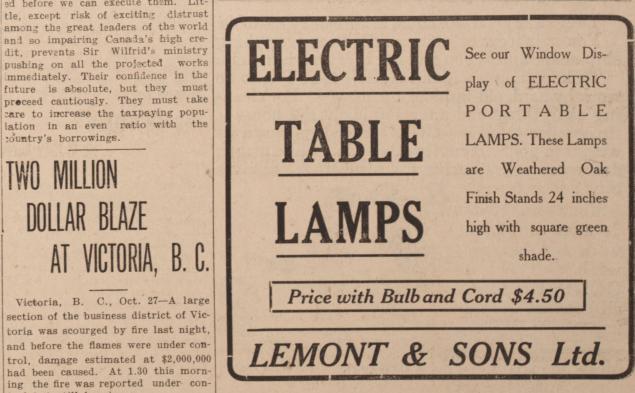
terminal convenience. To navigate it PROGRESSIVE LIBERAL POLICY.

safely for three, or four months each Such is the policy by which this Doyear, a special sort of high-powered steamer will be needed, which cannot minion has been converted from the carry very large cargoes. The rail- wilderness to a prosperous country. way to either of these two possible That the road will earn more than Hudson Bay ports will be seven hun- its operating expenses seems clear ry. The road cannot be operated for from study of the facts. Not only trol but still burning. dred miles long from the wheat counno e than three or four months of can the prairie grain trade be reckoneach year; hence its rolling stock ed on, but the country to be traversmust lie idle for nine, unless used on ed is largely arable, and often highother roads. Rates of insurance on ly mineralized. Coal can be deliver-Hudson Bay trains, cargoes and bot- ed from Nova Scotia to the railway toms must therefore be very high pro- terminus, and laid down at Winnipeg portionately to distances. A great cheaper than any other of equal qualleal of money will be needed to sup- ity there available. The Bay swarms ply railway terminals, lighthouses, with merchantable fish. For fresh fish fire and were destroyed. and Marconi stations. All operators the demand of the northwestern states employed so far north will require as well as our west, is insatiable. ported by D. Spencer & Co., upholhigh pay. We cannot see a chance This item of freight, conjoined with that the Hudson Bay route will pay whale, seal and walrus products, will estimate the damage to their prop-

as a transportation enterprise. Costs be important. Pulpwood is abundant erty at \$300,000. of operation, and interest on extend-en route, With such elements of traf-ed capital, will make rates so dear fic, the railway surely ought to do a that the west cannot get the benefits paying business during the summer en smaller places adjoining.

population, agriculture and general every effort of this store is spent in getting prescription drugs of finest just consideration; a sound reason Why suppose western men of all production promise to increase durquality, 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.



Escaya Cream, Pompeian Massage Cream, Ingrams Milk Weed Cream, Knowlton's Massage Cream, Hinds Honey and Almond Cream, Sanitol Face Cream. For Sale by MACK 386 Queen St. Fredericton, N.B. 1.

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 con-

DOLLAR BLAZE

country's borrowings.

TWO

The flames broke out in the uphols tering 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 Trounce alley, was destroyed.

Several yachts in the harbor caught The heaviest individual loss is re-

sterers and furniture dealers, who