

BUSINESS OUTLOOK VERY SATISFACTORY

Conditions Throughout the West are Encouraging—How a Big Crop Helps—Summary of Grain Shipments for Eight Months.

(Toronto Globe)

Winnipeg, May 6.—General business conditions throughout the prairie provinces have been very satisfactory for many months, and the reason therefor is to be found in the success of agriculture in 1909. The season was the most prosperous that the farmers have ever known, and an enormous amount was added to the aggregate wealth of the country. In the quality and quantity of the grain crops a joint standard was established which may not be surpassed in the present generation. The immense increases in acreage from year to year, due to the influx of settlers, will, it is true, bring about a total grain production which will make last year's figures look small by comparison. And it is possible that the husbandmen may again be able to raise cereals of a quality fully as good as those which are now being marketed. But there were three main features of the 1909 crop production. In addition to the enormous aggregate production and the excellent quality of the products, the high average yield in each case was worthy of note. The unusually high prices which prevailed in the grain markets of the world also helped to make the season conspicuous, but the advances in values were caused by conditions with which the western farmers had relatively little to do. The workers and the weather were responsible for the encouraging results in this part of the globe. These two factors are entitled to all praise. There is little likelihood that a huge total yield, a high standard of quality, a heavy production per acre, and high prices for the output will be again secured in one and the same season. It is possible, but it is not probable. The west, with all its optimism, has no reason to hope for a repetition of last year's benefits. The whole season stands in a class by itself for the reasons mentioned, and coming years will each do well if they approximate closely to that record.

MORE THAN 75,000 CARS OF WHEAT

Figures of the grain inspections for eight months are now available, and they are interesting enough to anyone who has watched the growth of the western agricultural industry. Wheat is easily the most important of the cereals, of course, and during the eight months 75,480 cars were examined by the government officials. This is an immense amount, but few people understand how great it really is. If these cars were made up into two trains of equal length they would cover the distance between Toronto and Montreal, which is 333 miles. And the grain in the cars which were not used for the purpose of the experiment would be sufficient to supply the city of Toronto with its daily bread for eight months. The wheat inspections represent a total of more than 80,000,000 bushels or an average of 10,000,000 per month since the crop year began on September 1. For the same eight months in the preceding crop year the wheat total was 65,141 cars, so that the increase so far has been a little more than 10,000 cars.

IMPROVEMENT IN QUALITY

The high average quality of the 1909 grain has been frequently mentioned in these columns, but it is perhaps permissible to refer to it again. The inspections of wheat for April are illuminating in this respect. In the 5,966 cars last month, 5,577 were better than No. 4, which means that they were acceptable on contracts. This gives a percentage of 93.65, which may be considered remarkably high, especially when the lateness of the season is taken into account. Most of the farmers are supposed to sell their good wheat long before April comes around. They departed from that rule this year. They could afford to hold it, and they held it accordingly. In April last year the percentage of contract wheat was only 68.46. For the eight months of this season the percentage is 88.58, as compared with 70.44 for the same period in the preceding season. The figures are sufficient to tell the story of the difference. An average of nearly 90 per cent. in contract wheat in deliveries extending over two-thirds of the crop year furnished ground for exultation. But the statistical proportions are not noticed generally and there is no tendency to boast. The farmers hope that they may continue to secure yields of high-class grain, but they are not anxious to "beat the big drum" over what they have already obtained.

HEAVY SHIPMENTS OF COARSE make a good showing in the official figures, although they are still a long way behind King Wheat. In the eight months there were 13,216 cars

of oats, as compared with 10,339 a year ago; 3,366 cars of barley, as compared with 2,740; and 3,336 cars of flax, as compared with 2,026. It will be seen that there were large increases in all grains. The grand totals are almost in the staggering class. The inspections of the four leading grains, wheat, oats, barley and flax, during the eight months amounted to 95,398 cars, containing approximately 113,944,600 bushels. For the same period a year ago they 80,246 cars, containing approximately 95,692,800 bushels. There is a gain for the current season of over 15,000 cars. Of this increase more than two-thirds is in wheat.

VERY ENCOURAGING OUTLOOK

With so vast a quantity, of grain moving out it is not at all remarkable that the country thrives. The number of people depending upon the revenues of agriculture increases rapidly each year, but the returns seem to increase in as great a ratio. Any industry can help to create prosperity by showing a respectable credit balance at the end of a given period, and farming has been able to display several balances of that nature within the past few years. If a community or a country produces much more than it consumes, and is able to market the surplus under advantageous conditions, it is a heavy gainer. It is comparatively easy to calculate the volume of production in the west for any season, but it would be a difficult task to compute the volume of distribution or consumption. In other words, it would be a serious business to determine the extent to which the people in the three Prairie Provinces were able to pay their obligations in a particular year. There are typical indications of prosperity, such as heavy railway traffic, a rush of immigrants, and great activity in construction work of all kinds. It is by means of these that the state of trade may be judged. In respect to all of them the situation is brighter now than at any other time in the history of the Dominion. Many people are now realizing for the first time that Canada is a big country. Some of those upon whom the truth is dawning are in the country today, and have been here for many years. Some others are coming in to find new homes here. They are alike in their convictions that this is a period of great development, and they did not learn that fact before.

FEARS OF DRY WEATHER

It is too early to predict a continuance of the present prosperity, because in a territory which is practically dependent upon agriculture for its advancement the season of risks and dangers is only beginning. The outlook for the 1910 crops is fairly satisfactory, but there is some uneasiness on account of dry weather. Rains have been infrequent so far this year, and their benefits have been of short duration. The late shows were infinitely more useful and it is a pity that the recent blizzard did not reach a wider range of territory. The damage from drought is prospective rather than present, and the fears on that score are always aroused and expressed in advance. The amount of moisture in May will have an important bearing upon the situation. Every district is not in need of rain, but the light lands could stand a good deal of it. If the dryness should continue for another month some of the wheat will be in a bad shape. June is the month when rains come in all their fullness, of course, and it is more than possible that the concern which is making itself felt in various districts will have been forgotten on Dominion Day.

A. E. B.

BOY OF FIFTEEN HANGED FOR MURDER

De Land, Fla., May 7.—Irving Hanchett, the 15-year-old Connecticut boy who was convicted of the brutal murder of Clevis Tedder, a 13-year-old girl, near this place, Feb. 12 last was hanged here today. Hanchett was formerly an inmate of the Connecticut reformatory. He exhibited no fear as he walked from the death cell to the scaffold. At the request of the governor of Connecticut, Gov. Gilchrist appointed alienists to examine the boy's mental condition. These experts reported yesterday that Hanchett was mentally responsible. Hanchett stabbed Miss Tedder to death. No fewer than 70 knife wounds were found on her body.

Under orders of Mayor Gaynor 200 New York plain clothes men have resumed duty as patrolmen.

ANECDOTES CONCERNING THE DECEASED KING

Naturally in the white light that beats upon a throne the King was subject to the closest scrutiny by all his subjects, and many stories some true and a great many false are running the rounds concerning his human side. His ban could kill a man socially in Great Britain, and many stories are told of the circumstances under which he had been led to exercise this power. Though genial and democratic in manner, he never allowed anyone to step over certain limits. He would be man to man at times with friends, acquaintances or subjects, but never buffoon to buffoon as many found to their cost.

Stories are told of his trips under the shelter of some obscure cognomen that remind one of Haroun al Raschid, but after all it was the little details of his every-day life that people loved to hear about and retail. Such stories as the following, told in a recent number of M.A.P., illustrating this side of his life abound, are constantly seeing print.

KING EDWARD AS A SMOKER.

"Years ago, when smoking had fallen upon evil times, the King's example (then, of course, he was Prince of Wales) did much to do away with the prejudice against the practice prevalent in this country, although Queen Victoria always retained her dislike for the habit and never countenanced smoking in any place she frequented.

"His Majesty smoked an Egyptian brand of cigarette, but, though he might be said to have popularized cigarette smoking among Englishmen the cigar was his favorite smoke and it is attributed to the King's love for a good cigar after dinner, without which he considered the meal incomplete, that, during the last decade or so, after-dinner smoking has become so fashionable. King Edward rarely, or never smoked a pipe.

"An amusing story illustrating of the prejudice against smoking which existed among the upper classes some twenty years ago is told in connection with his Majesty, then Prince of Wales.

"Once when staying at a country house of a famous Peer, the Prince, after dinner, suggested a smoke. His host replied that he much regretted not having a smoking-room and proposed that the guests should adjourn to the stables to smoke if they chose. This they accordingly did, the first gentleman in the realm accompanying them.

EXCITING MOMENT IN CANADA.

"His Majesty once laughingly confessed that the most exciting and tense moment of his life was when the pleasure of some of his friends depended upon his successfully lighting a match. It was during his visit to Canada in 1860 that, finding himself and his party stranded upon a prairie miles from any habitation the Prince proposed a smoke. Cigars were thereupon produced but, to the mortification of the party only one match was forthcoming.

"Lots were drawn to decide upon whom the responsible task of igniting this one match should fall, and, as fate would have it, the lot fell to the Prince. One can comprehend the delicacy of the ordeal but the Prince came through it with honors."

THE LABORERS' FRIEND.

During the early days of the "farm laborers' awakening, when Joseph Arch was rousing the rural workers, there were occasional wild assertions that Sandringham, in Norfolk, the country seat of the King and Queen, who were then, of course, the Prince and Princess of Wales, was no better managed than some other large estates, where conditions were admittedly very bad. An investigation by newspapermen and others showed that Sandringham was exceedingly well managed, that the laborers' cottages were models, and that wages and other conditions were very much superior to those to be found generally throughout England.

WHEN GLADSTONE RESIGNED.

When it became known that in some way Queen Victoria had appeared to slight Mr. Gladstone by refraining from sending the Royal carriage to Windsor station to convey him to the castle on the occasion of his resigning office there was a great outcry among all classes. Mr. Gladstone himself never referred to the matter, but the King, then the Prince of Wales, went out of his way on a trip to Scotland to call on Mr. Gladstone at Hawarden. This act put an end to the criticism on the alleged neglect of the Queen.

WHOLESALE SHOOTING TRAGEDY

Staunton, Va., May 9.—Armed with a repeating shotgun, Arch Brown, 35 years old, opened fire upon assembled guests at the home of a neighbor, four miles from here, killing two persons and wounding two others, one of whom is expected to die today. Brown's wholesale shooting was the result of his anger having been aroused by the belief that Abe Roy had stolen some whiskey with which Brown had entrusted him. Brown came to this place after the shooting and surrendered to the jailer.

STRONG POSITION OF CANADIAN PACIFIC

The Boston Financial News has the following on the Canadian Pacific Railway Company:

Canadian Pacific Railway stock is one of the few issues which have not suffered a severe decline in the recent and still present weakness. At yesterday closing price of 18½, the stock was only 2½ points below the highest mark attained in the current year and 7½ below the highest mark reached in 1909. While Union Pacific, Southern Pacific, Delaware & Hudson Reading, Chicago & Northwestern and the other standard railroad issues have fallen far below their record high marks for the current year Canadian Pacific has fluctuated but little.

The strength of the stock may be attributed mainly to the excellent monthly statements which the company has made since the close of the last fiscal year. From that date up to the fourth week in April of this year, gross earnings were close to \$75,400,000, as compared with \$61,400,000 for the corresponding period last year. This represents an increase of approximately 22½ per cent. Figuring the increase for the remaining ten weeks of the fiscal year 1910 at the same rate gross earnings for the year will come close to the \$90,000,000 mark, a new record for the company.

Net earnings, too, are exceeding former expectations, and from about an average of \$25,000,000 annually since 1905, it is conservatively figured that net for the fiscal year 1910 will be more than \$34,000,000, or an increase of \$9,000,000 over that of last year. Surplus is expected to exceed \$21,600,000 which would be equal to nearly 11½ per cent. on the outstanding stock.

At current quotations Canadian Pacific stock is yielding around 3½ per cent. which in itself does not make it especially attractive, but the frequent additional stock issues carrying with them valuable rights, more than offset the low interest yield. This factor coupled with the excellent earning statements, accounts for the persistent strength of the stock in times of depression.

The Canadian Pacific is gradually strengthening itself by additions of branch lines and extension. Although tapping new territory necessarily results in a loss until the crops begin to move in sufficient volume, the management of the Canadian Pacific has pushed steadily ahead with its improvements until it stands today as the leading railroad in the country in respect to gross earnings surpassing even the Union Pacific. With such an extensive undeveloped area in Canada and the policy of the Canadian Pacific Railway to build branch lines whenever needed, it would seem that in a few years the company will be able to report annual gross earnings far in excess of \$100,000,000 and net earnings will also show a big improvement provided the same careful management is shown as has been exhibited in the past.

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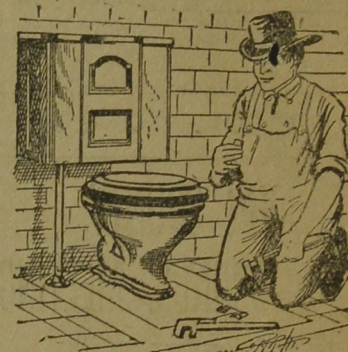
FEATURE PICTURE

"The Railway
Mail Clerk"
and 4 others

SHOULD BE IN EVERY HOUSE WHERE IT IS POSSIBLE. THE LAWS OF THE BOARD OF HEALTH DEMAND

SANITARY PLUMBING

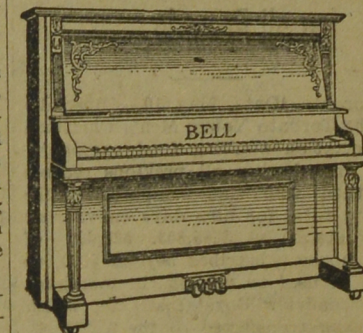
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NOTICE OF FORECLOSURE

To Albert E. Everett of the City of Fredericton in the County of York an Province of New Brunswick, Hotel Keeper, and all others whom it may in any wise concern:

NOTICE is hereby given that by virtue of a Power of sale contained in certain Indenture of Mortgage bearing date the twenty-eighth day of May in the year of our Lord one thousand eight hundred and ninety-nine, and made between the said Albert E. Everett, of the One Part, and me, the undersigned E. S. Ranney Murray of the City of Saint John in the County and County of York, of the Other Part registered in Book J-5, pages 301, 302, 303, and 304, there will for the purpose of satisfying the moneys secured by the said Indenture, default having been made in the payment thereof, contrary to the Provisions of the said Indenture, be sold at Public Auction in front of the Post Office in the City of Fredericton, on Saturday the Twenty-eighth day of MAY NEXT at the hour of twelve o'clock Noon, the leasehold lands and premises described in the said Indenture of Mortgage as follows:—All that certain lot, piece or parcel of land situate, lying and being in Block Number Seventeen in the Town Plat of Fredericton aforesaid and comprising bounded as follows:—Beginning at the point of intersection of the South Western side of "Brunswick Street with the City West side of Westmorland Street in the City of Fredericton, thence from the said point running South Westerly along the North Western side of Westmorland Street aforesaid one hundred and thirteen (113) feet, thence at right angles North Westerly and parallel to Brunswick Street aforesaid one hundred and sixty-four (164) feet three (3) inches, thence North Easterly "right angles and parallel to Westmorland Street aforesaid one hundred and thirteen (113) feet to the South West side of Brunswick Street aforesaid and thence along the same South Easterly one hundred and sixty-four (164) feet, three (3) inches to the place of beginning, containing one rood, and being part of Lots Number 263, 265 and 267 in said Block Seventeen Town Plat of Fredericton (except as therein excepted)."

Together with all and singular the buildings and improvements thereon and the privileges and appurtenances to the said premises belonging, or in any way appertaining, together with the Indenture of Lease relating to the same and all benefit and advantages thereunder. Dated this thirty-first day of March A. D. 1910.

(Signed) E. S. RANNEY MURRAY Mortgagee. (L. S.)

A. J. GREGORY, ESQ., Solicitor for Mortgagee.

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