

The Daily Mail

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Fredericton, N. B., Oct. 22, 1910

NEW BRUNSWICK GAINS

Announcements made on Thursday evening at the Board of Trade banquet in St. John, in honor of Mr. C. M. Hays, president of the Grand Trunk Pacific Railway Company, made it doubly certain that the new transcontinental line will pour through the Winter Port immense traffic. Mr. Hays spoke with authority and with a quiet emphasis which left no room to doubt that a remarkable future is assured for the commercial capital of the province.

Ever since the Grand Trunk Pacific scheme was first put before the people there have been those who have cried out persistently that the railway would build up United States ports and was not designed in any way to further the prosperity of the Atlantic ports of the Dominion. Members of the federal government gave contradiction again and again to such reports, but still the falsehoods were circulated, flung out at every Conservative meeting and in many Conservative papers. In St. John, especially, has the canvass been used against the National Transcontinental and the Liberal government that St. John would be practically ignored and the traffic from the railway sent to Portland, Maine, and other foreign cities.

Mr. Hays' words last Thursday gave the lie once and for all to the mis-statements. "Sooner than you realize," he said, "you will see a train marked 'Grand Trunk Pacific' leaving your Union station for the Pacific coast. You need have no doubt about the traffic coming to St. John. What is needed is that you shall get ready at once to handle it. . . . There is no doubt about these matters; we already have figures which indicate how vast the traffic will be. . . . You have an opportunity here to develop as fine a port as is to be found anywhere on this side of the Atlantic."

The head of the great railway also pointed out that at the present time the company is continuously operating nearly 1,500 miles of its line in the west and shorter sections in eastern divisions. He went further and declared "that within three years the road will be all completed" and it "will have easier grades and will be capable of running heavier and faster trains than any other line." His closing words struck a note of patriotism when he urged that business men insist that their orders be marked "Ship via the All-Canadian route, the Grand Trunk Pacific."

Hon. Mr. Pugsley, whose optimistic spirit in reference to New Brunswick has so often been the subject of Conservative sneers, was also able to speak plainly upon some matters of almost vital interest to St. John. For some time Mr. Pugsley has declared his conviction that the Transcontinental would make use of Courtenay Bay as the site of its freight terminals and shipping facilities in St. John. For this he has been ridiculed and accused of making mis-statements for political purposes. On Thursday he was able to announce that on behalf of the government, he had reached a working basis of agreement with Mr. Hays in respect to the utilization of the bay, and he declared that within a very few years there will be sailing from wharves on that piece of water, steamers even larger than the famous Empresses of the Canadian Pacific.

These announcements are of interest to every part of the province, not merely to the people of St. John. They are of interest because they augur a bigger and more prosperous St. John, and all added prosperity for that city will affect advantageously every part of New Brunswick. They are of interest because they

give every ground for the belief that St. John will shortly become one of America's greatest ports. They are of interest because Mr. Hays' statements in regard to the traffic which the Transcontinental will handle—the statement of a railroad expert of years' experience—show that Canada's newest transcontinental is to be one of the world's greatest carriers and will justify the faith of the government which made its construction possible.

Mr. Pugsley has labored earnestly for St. John as he has for the entire province. He has persisted in his labors in the face of sneers, insinuations and abuse and in face of the opposition of such men as York's present federal member. Now the time is at hand when he is to see the fruit of the efforts he has made to bring about great development in St. John through the utilization of Courtenay Bay by this gigantic railway system and the consequent up-building of the chief city of the province. It is too much to expect that he will be given credit by politicians of the petty type, but the fair minded people of the province, regardless of their political faith, will be willing to grant that praise which 'machine' partisans are unwilling to give.

Canadians will all have reason to be proud of the great steel highway which is stretching its way from coast to coast. The Transcontinental will develop the country as no other material agency has done in years. It will increase the prosperity of the country almost immeasurably. New Brunswick will reap the benefit with the other provinces. But New Brunswick will reap more benefit than some of the provinces for the reason that in this province will be located the eastern shipping port of the system. And for this benefit the people have to thank the Liberal administration at Ottawa, supported by such men as Pugsley and Carvell, which has carried through the splendid project despite the obstacles which the Crockett brand of statesmen sought to throw in the way.

THE LATE HON. MR. HILL

The death of the Hon. George F. Hill took place at his home at St. Stephen, yesterday. Mr. Hill has long been a prominent figure in the public life of the Province, filling the positions of member of the House of Assembly, of which he was for a considerable time the speaker, member of the Legislative Council for many years, and a member of the Executive Council from 1901 to 1903. He was first elected a member of the House of Assembly for the County of Charlotte in 1865 in opposition to confederation, but suffered defeat the following year on the same question. He was again elected for the same constituency in 1878 and continued its representative until 1882, when he was appointed to the Legislative Council where he sat until its abolition in 1892, being for a time the president thereof. At the general election of 1892 he was returned as a member of the new Legislative Assembly for Charlotte, of which body he continued a member until his retirement in 1908.

In all the relations of life, business and politics Mr. Hill was known as a man of strict integrity and honesty. He was widely read and thoroughly understood economic problems, and to discuss these matters with him was not only a pleasure, but a source of information. In politics he was a staunch Liberal and free trader, but at the same time was a man of great independence of thought and action.

He took a leading and active part in all the discussions that took place in the several branches of the Legislature of which he was a member, and his views upon any subject were always listened to with great respect.

He was a genial and pleasing companion and in the course of his long public life enjoyed the friendship of many of the eminent public men of the Province and Dominion. Among his life-long friends were the Hon. A. R. McClellan ex-governor of the Province and Mr. Alexander Gibson of Marysville. He was also a great admirer of the present Minister of Public Works.

The Tory St. John Standard is still harping away on Mayes' alleged "vindication," a subject long ago worn threadbare. If the Standard editor were able to see things, he would note the fact that the people of St. John, and of the whole province in fact, are not given to worshipping dumb idols these days. The Standard should wake up and endeavor to get belted on to the power which is destined to make St. John the Liverpool of America.

IT SMELLS GOOD

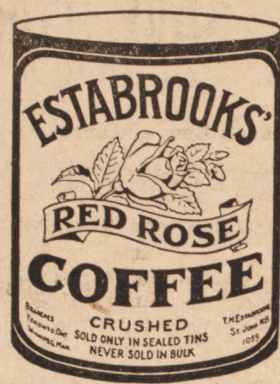
When you take the cover off a tin of Estabrooks' Red Rose Coffee the fragrance of this fine quality coffee will fill the room.

Put the cover on quickly—don't waste the fragrance!

Estabrooks' Coffee for Breakfast and Red Rose Tea for other meals.

Estabrooks' RED ROSE Coffee

Try it for Breakfast To-morrow



J. M. ROBINSON & SONS WEEKLY STOCK MARKET REVIEW

St. John, Oct. 21.—The stock market this week has been characterized by an extended strength and large volume of transactions.

This strength is all the more noteworthy as it follows a market which has already had two weeks advance broken only by one very small reaction and while it is based no doubt to a considerable extent on manipulation, the fact that prices hold on the advance is very good evidence that the better feeling generally appearing through the country is real, and it is not dependent entirely upon the reports of news agents.

In the money markets, there has been a distinct tendency for higher rates both in New York and London, where the Bank of England on Thursday advanced its rate to 5 per cent., largely, it is assumed, for the purpose of checking the New York demand. In New York rates are firm because of the increased demand for money by brokerage houses and it seems very probable that rates will continue strong for the balance of the year.

The extension of the working agreement in regard to the cotton bolls of lading to the end of the year removes an unpleasant factor which has been hanging over the market and postpones the difficulty until such a time as a strong guaranty company can be organized to provide the guarantee required by the English banks.

While there is undoubtedly a much better feeling through the country as regards business and investments this is due quite largely to the increased exports of the country, which changed from an excess of imports over exports of more than \$3,500,000 in August to an excess of exports of more than \$51,500,000 for September for the United States. This excess of exports and the more optimistic tendency through the United States are both due to the lowering prices for commodities, particularly food products. The prices of grains, pork, lard and such commodities as enter most largely into domestic consumption of a nation have been remarkable for the decline in price which has taken place during the past six or eight months. Cotton is practically the only commodity at the present time which is selling at exorbitant figures.

It has been frequently pointed out that an advance in investment security prices could not be really prolonged and effective until the high price of food stuffs, etc., became a thing of the past and since this has now been accomplished and as the general crops for this year are much

better than was anticipated, it seems more than probable that the advance in security prices will be extended, and will run to higher figures than was thought possible a few months ago.

UNITED STATES STEEL.

It is particularly worthy of note that during the present advance in prices the transactions in United States Steel have been abnormally large. When this stock was first issued the whole supply was in Wall Street. The corporation has, however, been eminently successful and as a consequence considerable portion of the stock has gone into investors' hands, thus reducing the supply. In spite of this, however, the transactions at the present time are in greater volume than they were in 1901.

Why should this be, particularly in view of the advancing prices and the small volume of orders which the corporation is able to exhibit is a matter of considerable conjecture and is possibly one of the weakest features of the stock market just now.

The probable reason for this seeming paradox is that to a large extent United States Steel is superseding some of the other stocks as the market favorite, its fluctuations are rapid and there is always a very ready market for any quantity of the stock. Consequently it is an easy medium in which to trade.

CANADIAN PACIFIC.

The high price at which C. P. R. is selling should not be a matter of surprise. The standing of the Company, its splendid shipping over last year, increased rate of dividend with the strong prospect that within the next two years there will be a further increase in the dividend, all tend to increase the popularity of this very valuable security, while the large amount of stock which has gone into investors' hands and never appears in the market, renders the floating supply proportionately small.

VIRGINIA CAROLINA CHEMICAL.

Early in the week strong advice to purchase common stock of this Company was issued. This advice was based on the high price of cotton which will place a large volume of money in the southern planters' hands this year, of which a good portion will no doubt find its way into the coffers of the Chemical Company for fertilizers for next year.

(Continued on page two)

THE QUEEN'S BROTHER DIED THIS MORNING

London, Oct. 22.—Prince Francis of Teck, brother of Queen Mary, died shortly after eleven o'clock this morning. He had suffered with pleurisy.

The King and Queen were at the bedside, as also was the King's chaplain, Canon Edward Sheppard.

London Oct. 22.—Prince Francis Joseph Leopold Frederick of Teck, died today. He had been ill for some time and recently submitted to two operations. Last night an attack of pleurisy was followed by a critical turn from which he did not recover.

King George, Queen Mary and Rev. Canon Edward Sheppard of St. George Chapel, Windsor Castle, were present when the end came.

The Prince, who was a brother of Queen Mary, was born at Kensington Palace in 1870, the second son of the late Duke of Kent and the late Princess Mary Adelaide. He served in the army in Egypt and South Africa retiring in 1902 with the title of Major. He was fond of hunting.

N. S. COAL BARONS OPPOSE RECIPROCITY

Halifax, N. S., Oct. 21.—At the request of the government of Nova Scotia, the coal operators in this province met them today to state their position regarding reciprocity and other matters connected with the industry.

A meeting of the coal men was first held, at which 98 per cent. of the output in this province was represented at which they unanimously adopted a resolution that reciprocity with the United States in coal would be highly injurious to the mining interests of Nova Scotia. The delegates then waited on the government and made a full statement of their reasons for opposing reciprocity.

CHATHAM STREETS

World: Our streets get muddy very quickly when it rains, and dry up very quickly afterwards. A Fredericton automobilist says our streets are smooth in comparison with those of the Celestial City. Ours get muddy in wet weather, but are free from ruts, holes and loose stones.

Oct. 3rd., 1910

John J. Weddall & Son

Prepare for the Cold weather, we have just received and placed in stock an immense range of

LADIES' AND CHILDREN'S

UNDERWEAR

in All Wool, (Guaranteed not to shrink), Cotton and Wool in white and Grey, Combinations, etc.

We carry the Famous "ZENETH" Brand Underwear in all weights and sizes. We can Fit you in Underwear this season.

JOHN J. WEDDALL & SON

THE LEADERS IN UNDERWEAR.



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Stoves

- And -

Ranges

It's FAMOUS.

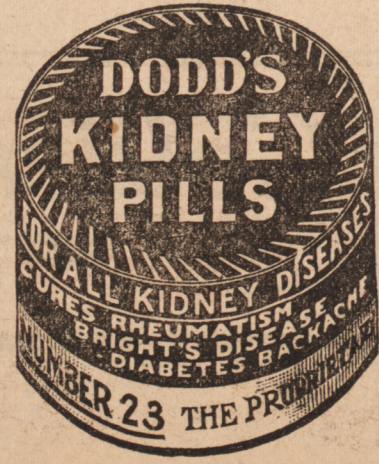
R. Chestnut & Sons.

Dr. DeVans' French Female Pills

A reliable regulator; never fails. While these pills are exceedingly powerful in regulating the generative portion of the female system, they are strictly safe to use. Refuse all cheap imitations. Dr. de Van's are sold at \$5.00 a box. Mailed to any address. The Sobell Drug Co., St. Catharines, Ont. A. J. Ryan, Central Pharmacy, Special Agent.

PREMIERS' CONFERENCE

Globe: Hon. J. D. Hazen will leave this evening for Toronto, where he will meet in conference with Sir James Whitney and other provincial premiers. The conference will discuss the matter of jurisdiction over joint stock companies. The question of representation of the provinces in the federal parliament will also be considered at the conference. The Premier of Prince Edward Island, Hon. Mr. Haszard, also goes to Toronto this evening.



DR. BARK'S HEADACHE POWDERS

Four Doses, 10 Cents.

A SAFE AND RELIABLE CURE

Money Back If Not Satisfactory

George Y. Dibblee

Druggist

Opp. City Hall.

Oak Hall's

INTRODUCTION SALE
IN FULL SWING

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PRICES AWAY BELOW ANY OTHER HOUSE.

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F'ton's Greatest Clothing House.