

The Canadian Pacific Railway Completes a Prosperous Year

Important Announcements Made at Annual Meeting at Montreal This Week---New Fast Steamships for the Atlantic Service---No "Melon" Stockholders but a Further Increase in the Dividend is Hinted at by President Shaughnessy.

Montreal, Oct. 7.—For the first time in the history of the Canadian Pacific Railway, Sir Thomas Shaughnessy, the president, presided at the annual meeting of the shareholders, held at the headquarters on Windsor street today. Sir William Van Horne, who recently resigned from the chairmanship of the Board of Directors, was among those present, as were also Messrs. E. B. Osler, R. B. Angus, Senator Forget, Senator Mackay, Robert McGeigh, C. R. Hosmer, D. McNicoll, I. G. Ogden, W. R. Baker (secretary), A. R. Creelman and W. D. Matthews. About 40 shareholders were present.

The most important announcement made was that the company's plans for the placing of larger and faster boats on the Atlantic service were practically completed and that the Directors expected to be able to complete an arrangement within the next few weeks. Then Sir Thomas Shaughnessy announced that the dividends would be paid quarterly instead of half yearly, and he also hinted that shareholders would have their profits increased during the coming year, though there would be nothing in the nature of melon cutting.

PREDICT INCREASED DIVIDEND

Sir Thomas Shaughnessy, in moving the adoption of the annual report seconded by Mr. R. B. Angus, said: "In round figures the gross revenue of your railway lines, and exclusive of the ocean steamships, shows an increase as compared with the previous year of \$18,600,000, the working expenses an increase of \$7,700,000 and the net earnings an increase of \$10,900,000. The actual result was somewhat better than this, because the Directors thought it wise to create at the cost of working expenses an additional fund of about \$3,700,000 to provide for maintenance works of one kind or another that were contemplated, but could not be completed in the current year.

Those figures furnish conclusive evidence of the growth and progress of Canada, and of the earning power of your property, and they show in a most emphatic way that the large sums of money provided by you during the past seven or eight years for the improvement of your railway and for facilities of every description over the whole system are yielding handsome returns in the efficiency and economy with which your traffic is being handled.

Insufficient rainfall in some sections of Western Canada during the growing season had a damaging effect upon the grain crops, with the result that the quantity of wheat to be moved during the few months is considerably less than it would have been had normal weather conditions prevailed. Up to the present time this has had no material effect upon the revenue of the Company but it is not improbable that later on in the year there will be some shrinkage in gross earnings.

At the meeting of the Directors in August last it was decided to increase the dividend on the common stock to seven per cent per annum, exclusive of the one per cent paid from land revenue, making a total distribution of eight per cent. Your Directors are aware of the feeling among the shareholders that taking into account the income and financial position of the Company, this is sufficient, and if last year's returns be taken as a basis, that feeling is not without reasonable foundation, but we must not lose sight of the fact that conditions may not always be so favorable that we may have lean years and that in such a contingency a large cash reserve will be a source of convenience and strength.

But then apart from your surplus earnings you have extraneous assets in deferred payments, or land mortgages, cash proceeds of land sales and other items of a like character in process of realization that may be roughly estimated at fifty million dollars, without taking into account your unsold lands, and in ordinary course this amount should be substantially augmented within the next few years.

In the opinion of your Directors the best interests of the company and

its shareholders will be subserved by keeping intact a considerable portion of these assets instead of resorting to the policy ordinarily characterized as melon-cutting which has not always proved a boon to the beneficiaries. At the same time there is every reason why the shareholders of the present day should expect such advantage in the way of income from these assets as may be possible with out unduly encroaching on the principal and it is the intention of your Directors to determine during this coming year how this best can be brought about.

NEW FAST STEAMSHIPS

There has been a very striking expansion in the passenger traffic between this continent and Europe through Canadian ports since your two steamships, the Empress of Britain and the Empress of Ireland, were put into service and the time has now arrived when steamships of greater size and speed should be provided for the route in the interests of Canadian ports, the country generally and the rail transportation lines.

While there has not been the same increase of traffic on the Pacific Ocean there has been a steady growth and your steamship line has been securing at least its proper share.

While your Pacific Ocean boats are still in excellent condition, they are now too small for the trade and should be replaced.

Plans for meeting the situation on both oceans are now receiving attention and your Directors expect that within the next two weeks, they will be able to complete an arrangement.

Among the measures that will come before you for approval at this meeting is a bye-law amending the existing by-laws so as to remove the necessity for closing the books in Montreal, London and New York before the payment of each dividend on the common shares. This will make it practicable to deal with the dividend quarterly instead of half-yearly, and your Directors propose to do this commencing with the first quarter of the current year.

TRIBUTE TO FORMER CHAIRMAN

Quite recently Sir William Van Horne, who since his resignation as president in 1899 has been chairman of the Board of Directors, decided to retire from that office, but of course, to retain his seat on the board. The Directors, in common I know with all the shareholders, have a keen appreciation of the splendid services rendered to the company by Sir William, first in the early days of construction when there were physical and financial difficulties to be overcome that seemed almost insurmountable, and after when the railway having been completed to the Pacific Coast, it became his duty to formulate a policy of branch line construction, to establish relations with connecting railways for the interchange of business, and to complete and perfect an organization for securing traffic and for handling it as economically as circumstances would permit. With the pessimism that then prevailed at home and abroad he might easily have been discouraged, and the location and building of branch lines with great rapidity in a territory so vast furnished ample opportunity for error, but he was not given to discouragement and the soundness of his judgment, as well as the accuracy of his work, have stood the test of time and experience.

When he surrendered the presidency of the company I am quite sure that he was actuated, not so much by the call of growing years or the desire for leisure as by the wish that his chief lieutenant and his friend might have scope and opportunity, and during the intervening eleven years that have marked the development of what might be called a new Canadian Pacific he has been among the foremost directors in support of every measure of progress and enlargement, and it is a source of great satisfaction to me, as I know it is to him, that after thirty years of intimate business as-

sociation, nearly all of them with the Canadian Pacific, we are still colleagues and co-workers in the promotion of the welfare of the great company in which we all take such pride. For the directors and the shareholders I express the earnest hope that Sir William will be with us for many years to sit at our Board and to share in our councils.

COMPLIMENT RETURNED

Sir William Van Horne later took the opportunity of replying to the expressions of Sir Thomas Shaughnessy. He said: "I feel, and I have felt for many years, that whatever credit I am to be entitled to in connection with the Canadian Pacific Ry., is most largely due to the fact of my having been instrumental in bringing to Canada Sir Thomas Shaughnessy. I have been intimately associated with him for 30 years, and during that time the feeling that has grown up within me towards him cannot be described in the ordinary words of esteem. I feel that you, as shareholders, are to be warmly congratulated on having the affairs of this company in such able, active, and clean hands as Sir Thomas Shaughnessy's." (Applause).

The report was adopted without discussion. Formal resolutions were passed approving the lease of the following railways: New Brunswick Southern, St. Maurice Valley, Kootenay Central.

A resolution was passed authorizing the directors to spend \$8,500,000 in irrigating the Eastern Block of the Company irrigation area in Alberta, as outlined in the annual report.

The directors were also authorized to take the necessary means to purchase bonds of the Dominion Atlantic Railway.

Authorization was given for the issue and sale of sufficient amount of 4 per cent consolidated debenture stock to provide for the construction of various branch lines in the agricultural districts of Manitoba, Saskatchewan, and Alberta.

Various minor amendments to the by-laws were made.

The retiring directors Lord Strathcona, Sir Thomas Shaughnessy, and Mr. Thomas Skinner were re-elected.

NO DISORDERED KIDNEYS or a Weak Bladder if You Take a Few Doses of FIG PILLS

All Backache Distress from out-of-order Kidneys or Bladder Trouble will vanish, and you will feel ne. Lame Back, Painful Stitches, Rheumatism, Nervous Headache, Dizziness, Sleeplessness, Worn-out, Sick Feeling, and other symptoms of Sluggish, Inactive Kidneys and Liver disappear. Smarting, Frequent Urination and all Bladder Trouble ends. FIG PILLS go at once to the disordered Kidneys, Bladder and Urinary System, and complete a cure before you know it. There is no other remedy, at any price, which will effect so thorough and prompt a cure as a 25c box of FIG PILLS. Only curative results can come from taking FIG PILLS, and a few doses mean clean, active, healthy Kidneys, Bladder and Liver—and no Backache.

For sale at all first class drug stores; 25c a box, or five one dollar. Ryan's Drug Store, Special Agent.

WHO WAS HE?

Speaking of Queens-Sunbury, who was the young St. John Conservative sent up to that constituency just before the federal campaign of 1908 to pose as a Liberal and seek to gather "inside" information as to the plans of the wicked Grits? His name might have been John Doe or Richard Roe. As a matter of fact it was ———. But it would be more charitable not to give him away now. He did the Conservatives no good and the Liberals no harm any way.—Sackville Tribune.

RELIEVES OUT-OF-ORDER STOMACH IN FIVE MINUTES

If you had some diapsin handy and would take a little now your stomach distress or indigestion would vanish in five minutes and you would feel fine.

This harmless preparation will digest anything you eat and overcome a sour, out-of-order stomach before you realize it.

If your meals don't tempt you, or what little you do eat seems to fill you, or lays like a lump of lead in your stomach, or if you have heartburn, that is a sign of indigestion.

Ask your Pharmacist for a 50-cent case of Pape's Diapsin and, take a little just as soon as you can. There will be no sour risings, no belching of undigested food mixed with acid, no stomach gas or heartburn, fullness or heavy feeling in the stomach, Dizziness or intestinal griping. This will all go, and, besides, there will be no undigested food left over in the stomach to poison your breath with nauseous odors.

Pape's Diapsin is certain cure for out-of-order stomachs, because it prevents fermentation and takes hold of your food and digests it just the same as if your stomach wasn't there.

Relief in five minutes from all stomach misery is at any drug store waiting for you.

These large 50-cent cases contain more than sufficient to thoroughly cure almost any case of Diapsin. Indigestion or any other stomach disturbance.

NEW PURE FOOD STANDARDS ARE MUCH MORE STRICT

Ottawa, Oct. 11.—New food standards, prepared during the past year by Anthony McGill, chief analyst of the inland revenue department, assisted by experts working under him, are now before the cabinet council, and will probably be promulgated by order-in-council this autumn.

The new standards, so far prepared, cover milk and its products, meats and meat products, and grain and grain products.

After a month's advertisement, the new standards will become law, and as a result of the clearer and more adequate definition of food standards the department will be in a much better position than heretofore to enforce the law respecting the adulteration of foodstuffs, and the sale of unwholesome or impure food products.

Up to the present one of the greatest handicaps in this respect has been the lack of any definite or adequate legal standards on which to base a prosecution for the manufacturing or selling of fraudulent goods.

Other standards, for medicinal products, etc., are now in course of preparation.

PLASTER ROCK

Oct. 9.—Mr. and Mrs. Donald Fraser returned from Fredericton on Tuesday of last week.

John Ogilvie was here on Saturday with a load of moose heads, etc., from Ogilvie Bros. sporting camps. They have a large number of sportsmen in the woods at present.

Members of the Church of England held a basket social in the Oddfellows Hall on Thursday evening, October 6th, and a very enjoyable evening was spent.

Hanson Bros. fitted out here for the woods on Friday. They are going to lumber at Fraser's Lake for the Fraser Lumber Co., Ltd. They started with a crew of about forty men.

Mrs. Wm. Reed of Reed's Island was visiting Mrs. Donald Fraser here this week.

Herman Reed started for Riley Brook on Wednesday morning where he is going to take charge of the Depot there for the Fraser Lumber Co., Ltd.

Mrs. Robert Richards and baby returned from Fredericton on Thursday evening.

James Scott of Andover was here last week. The train changes time on October 10th leaving Plaster Rock at 11 a. m., and arriving at Plaster Rock at 6.10 p. m.

Because native trees are too slow of growth to meet the demand for lumber trees from America and Europe are being introduced into New Zealand.

GUIDE FOR TRAVELLER

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. 316—Suburban from Marysville 21.55.

CANADIAN PACIFIC

DEPARTURES.

6:20 a. m.—Express for St. John, Portland, Boston, Woodstock, etc.
8:15 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.
4:30 p. m.—Mixed for Woodstock, via Gibson branch. (Daily).
5:45 p. m.—Express for Montreal, nd Boston, Woodstock, St. Stephen, etc.
9:00 p. m.—Express for St. John and points east.

ARRIVALS.

9:10 a. m.—Express from St. John and points east.
11:40 a. m.—Mixed from Woodstock via Gibson Branch. (Daily).
11:50 a. m.—Express from Montreal, Boston, etc.
7:50 p. m.—Express from St. John and points east.
9:20 p. m.—Mixed from Woodstock, and points North.
10:40 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 7 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 seven o'clock. Arrives every Monday, Wednesday and Friday at 4.30 p. m.

Steamer Hampstead leaves Fredericton every week day for Gagetown at three 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 Tuesdays, Thursdays and Saturdays at 7.30 a. m.



SEALED TENDERS addressed to the undersigned, and endorsed "Tender for Warehouses, St. John Harbour, N. B." will be received at this office until 4.00 p. m. on Monday, October 24, 1910 for the construction of Warehouse No. 7 and the extension of Warehouse No. 6.

Plans, specification and form of contract can be seen and forms of tender obtained at this Department and at the offices of J. K. Scammell, Esq., District Engineer, St. John, N.B., and Geoffrey Stead, Esq., District Engineer Chatham, 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 in a chartered bank payable to the order of the Honourable the Minister of Public Works for the sum of three thousand (\$3,000.00) dollars which will be forfeited if the person tendering decline 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
Secretary,
Department of Public Works,
Ottawa, September 23, 1910.

The Russian deaths from cholera during the present year have been 57,000 in number, as against 28,000 in the same period of 1909.

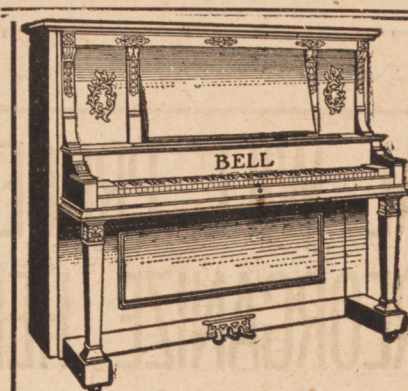
A great day in the history of Switzerland. On August 1st 1891, the 600th anniversary of the Swiss Confederation was held at Schwytz.

The tomb of Mohammed is covered with diamonds, sapphires and rubies valued at \$2,500,000.

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Phone 365-21 95 Regent St.



SEALED TENDERS addressed to the undersigned, and endorsed "Tender for Public Building, Hartland, N.B." will be received at this office until 4.00 p. m. on Wednesday, October 19, 1910, for the erection of a Public Building at Hartland, N. B.

Plans, specifications and form of contract can be seen and forms of tender obtained at this Department, on application to Mr. D. H. Waterbury, Supt. of Public Buildings, Public Works Department, St. John, N. B., and at the Post Office at Hartland, 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 in a chartered bank payable to the order of the Honourable the Minister of Public Works, equal to ten per cent. (10 p. c.) of the amount of the tender, which will be forfeited if the person tendering decline 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
Secretary,
Department of Public Works,
Ottawa, September 26th, 1910.

Newspapers will not be paid for this advertisement if they insert it without authority from the Department.

CLASSIFIED ADS.

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

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BOARDERS WANTED at 488 King Street, Opposite Methodist Church. Good comfortable rooms.

WANTED

WANTED.—Smart boys wanted to sell The Daily Mail. Liberal inducements to hustle.

FOR SALE

House, barn and lot in the Village of Stanley, next below Dr. Moore's residence; also one building lot in Stanley, and one house and two barns and lot in the Village of Gibson, known as the Ruel property, of four acres of land fronting the main river. This property is a good mill site as there is plenty of land and good shore for rafts of logs in the dry time in summer. Full information by calling on the owner on the premises, Gibson, B. McMennamin.

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