

The Great Possibilities of The Hudson Bay Route

Mr. L. S. Amery, Colonial Editor of The London Times, Gives an Interesting Address Before the Empire Club of Toronto-- Accompanied Earl Grey on His Recent Trip to the Far North--Proposed Road Will Open up a Great New Country.

(Toronto Globe.)

With the descriptive power of the practised writer Mr. L. S. Amery the Colonial Editor of The London Times who recently accompanied his Excellency Earl Grey on his northern trip drew, for the benefit of the Empire Club, whose guest he was yesterday, an alluring picture of the possibilities of the Hudson Bay route not only as an avenue of trade and an economic factor in the destiny of Canada, but as a link in the Empire fraught with importance.

Up to the present, he said, the Hudson Bay route had been regarded largely as a private interest of the prairie provinces. So far from that being the case, he maintained that the Hudson Bay route and the development of the Hudson Bay region is a great national asset for the whole of Canada and a great Imperial interest as well.

A CHANNEL OF TRANSPORTATION.

Dealing first with the question of the Hudson Bay route as a channel of transportation, Mr. Amery pointed out that the western shore of Hudson Bay was nearer the great grain-growing area by anything from 1,000 to 2,000 miles than it was to Montreal. That prima facie made a very strong case for the building of the 400 odd miles of railway required to connect Hudson Bay with the prairie provinces. But it was well worth while to keep in mind the various difficulties and objections that had been urged. There were no engineering difficulties likely to be encountered, there was nothing to prevent the line from being constructed at a comparatively small cost, and there was no insuperable difficulty in the way of finding a harbor. Churchill was a very good natural harbor, with a narrow entrance and with a semi-circular vein of rocks almost completely enclosing it.

QUESTION OF A HARBOR.

It was not a very large harbor, and would not hold more than three or four fair-sized ships, and the question not yet determined was whether it could be enlarged without great expense. Another harbor was at the mouth of the Nelson River. At present no ship could venture in there because the Nelson went out into a perfect wilderness of shoals. He had spoken to a great transportation authority, who had strongly favored Nelson as a port. On the other hand, all the sailors who had hitherto navigated the Bay preferred Churchill. Mr. Amery thought it was impossible to say at present which would make the better harbor. He had endeavored to find out what the Straits could be considered open for ordinary tramp steamers.

STRAITS OPEN FOUR MONTHS.

Some people said that with ice-breakers and other provisions they might be kept open for six months, but they might take it that for ordinary traffic the Straits were not open until the middle of July or even the 20th of July and they remained open until some time in November. A ship ought to leave either Churchill or Nelson in the first week of November to get out of the Bay. But during those four months the navigation of Hudson Straits and Hudson Bay was just as safe as the navigation of the St. Lawrence. That practically meant that a ship could leave England before the middle of July, and with proper facilities for handling the traffic at Churchill or Nelson, could make three complete trips before the close of the season. He thought that ought to dispose of the argument often advanced that insurance rates would be prohibitive.

ADVANTAGES OF THE ROUTE.

The Hudson Bay route would not be confined to the export of grain

alone. It would open to the merchants of the west a channel for bringing in their goods at a time when they most need it, namely, during the months immediately before the farmer had his money in his pockets. It would also enable harvest laborers to leave England, work on the prairie, and return after the harvest was over. In the west they had the idea that the route would help the farmer in getting his cattle to market in better condition than by rail, and it would help the development of the west and the northern part of the prairie region by keeping down the cost of transportation generally. The Hudson Bay route would undoubtedly help British trade. It would bring the northwest as close to England for our months as the east was to England at present. If it benefited British trade it would also benefit the trade of the Maritime Provinces of Canada, and so contribute to the niftying of the Dominion.

WILL OPEN UP NEW COUNTRY

"I am convinced" continued Mr. Amery "that great as may be the advantages to Canada of the Hudson Bay Railway, considered as a transportation road, the advantages of the road in opening up a great new country would be even greater. All the evidence goes to show that north of the Saskatchewan the whole of that strip of territory to the Nelson extending 250 miles, is suitable for agriculture." Mr. Amery added that there was an immense clay region along the route of the proposed railway, and also in the southern territory which came within the Province of Ontario. "I believe the time will come when you will have a farming population extending right through that belt all the way up probably to the Hayes River and Nelson." But there were other economic reasons in favor of the Hudson Bay route.

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Dyes Wool, Cotton, Silk or Mixed Goods Perfectly
with the SAME Dye--No chance of mistakes. Fast
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The Johnson-Richardson Co., Limited, Montreal.

FISHERIES AND PULPWOOD.

There was going to be a great fishing industry in the Bay and lakes and rivers in the vicinity and, said Mr. Amery, "as Hudson Bay is a territorial sea belonging to Canada, we must insist that the whole development of the fisheries shall go to Canadian fishermen." Another interest becoming increasingly important was that of pulpwood, and he had no doubt that in the region round Hudson Bay from Nelson or Churchill south right round James Bay and some distance up the coast of Ungava, there was the largest area of pulpwood in the world, and the sea best adapted for the marketing of it. Then there was the question of minerals, which geologists told them were scattered throughout that region, and finally the political and general aspect, dealing with which Mr. Amery emphasized the importance of the Hudson Bay route for defensive purposes. Mr. Amery was cordially thanked for his address.

LAME BACK

To have a lame back or painful twinges, means disordered kidneys, and the sooner you have the kidneys and bladder in a perfectly healthy condition, the sooner you will enjoy life. As far as we know there is only one remedy that is guaranteed to cure you, and that is FIG PILLS. If they don't make you a strong, healthy person in two weeks, your money will be refunded. 25c. a box at all leading drug stores. Ryan's Drug Store Special Agent.

DEPUTY SHERIFFS IN SHOOTING AFFRAY

Greenburg, Pa., Sept 24--One man was shot dead and another was seriously wounded shortly after midnight at Export, a mining settlement near here. The dead man is George Zimmerman and the wounded man is W. C. Marshall. Both are deputy sheriffs who have been on duty guarding mine property during a strike. They were shot by John Bennett, also a deputy sheriff whom they refused to allow in a poker game. Bennett made his escape before the other card players could stop him. State police are searching the territory for the fugitive.

If it is the growing time for Canada it is also the growing time for the Grand Trunk Railway System. The popularity of the International Limited the finest and fastest train in Canada has made larger cars an absolute necessity in order to provide room for the growing traffic. The result of this is a much heavier train and in order to handle this train larger and swifter locomotives have been especially designed and built. But before this was done the 80 pound rail was replaced with 100 pound steel. After all that is the foundation--the roadbed.

The cafe parlor cars, which have done service since the establishment of this splendid train, are now replaced by new diners which are pioneers in their way. The new cars are 70 feet 7 inches long 10½ feet wide, 14½ feet high. They are equipped with six wheeled trucks and have steel platforms. They are heated with steam from the locomotive and equipped with electric lights, electric fans, etc. The dining room is finished in African mahogany, the chairs are made of Mexican mahogany, upholstered with black leather. These cars were made in the Montreal shops of the Grand Trunk Railway. New parlor cars similar in excellence to the dining cars are operated on the International Limited.

Separate blouses have regained all of their old time prestige.

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.
7.55 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.
4.45 p.m.--Mixed for Woodstock, via Gibson branch on Tuesdays, Thursdays and Saturdays.
5.50 p.m.--Express for Montreal, and Boston, Woodstock, St. Stephen etc.
9.05 p.m.--Express for St. John and points east.

ARRIVALS

9.10 a.m.--Express from St. John and points east.
11.20 a.m.--Mixed from Woodstock via Gibson branch, Tuesdays, Thursdays and Fridays.
11.35 a.m.--Express from Montreal Boston, etc.
7.50 p.m.--Express from St. John, and points east.
9.05 p.m.--Mixed from Woodstock, and points North.
10.50 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 8 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 eight o'clock. Arrives every Monday, Wednesday and Friday at 4.30 p.m.

Steamer Hampstead leaves Fredericton every week day for Gagetown at 4 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 Mondays, Wednesdays and Fridays at 7.30 a.m.

PIANO TUNING

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THE MOST EXPERIENCED TUNER IN THE PROVINCE IS IN THE CITY

Orders may be left or phoned to Professor F. Harrison or Care of York Hotel.

NOTICE

The annual meeting of the Fredericton Y. M. C. A. will be held in the Association rooms, York Street, on Monday evening the 26th inst. at eight o'clock.

By order

R. B. WALLACE,
President.

MARITIME DENTAL PARLORS

J. B. CROCKER, D. D. S. Ad dental work done by the latest and improved methods. Teeth extracted absolutely without pain. Special attention given to treating and saving natural teeth. Work done at reasonable prices. Hours: 9 a. m. to 8 p. m. Office, Kitchen Building, Queen Street, opposite Post Office

NOTICE

The General Officer Commanding the Maritime Provinces Command desires to call the attention of all persons concerned to the fact, that under the ARMY ACT a Soldier cannot be placed under stoppages of pay for a private debt, and that, therefore, any person that suffers a Soldier to contract a debt does so at his own risk.

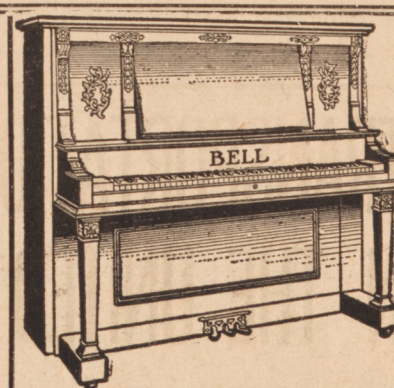
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TO LET

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SEALED TENDERS addressed to the undersigned, and endorsed "Tender for Wharf at New Mills, N. B." will be received at this office until 4.00 p. m., on Monday, October 3, 1910, for the construction of a Wharf at New Mills, Restigouche County, N. B.

Plans, specification and form of contract can be seen and forms of tender obtained at this Department and at the offices of E. P. Shewen, Esq., District Engineer, St. John, N. B.; Geoffrey Stead, Esq., District Engineer, Chatham, N. B.; and on application to the Postmaster at New Mills, 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 on a chartered bank payable to the order of the Honourable the Minister of Public Works for thirteen hundred dollars (\$1,300.00), which will be forfeited if the person tendering declines to enter into a contract when called upon to do so, or fail to complete the work contracted for. If the tender is 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, August 30, 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.

WANTED

WANTED, First Class Sheet Metal Workers, also two (2) Pipe Fitters. Good wages for competent men. Apply immediately to, THE MONITOR MANFG CO. LTD. Per A. McCLUSKEY, Bus. Mgr.

SITUATION WANTED.

Printer, general jobber hand, seeks employment. Address Y. Z., care of Daily Mail, Fredericton N. B.

WANTED-- Competent House Maid Apply to MRS. J. HUGH CALDER Waterloo Row.

LOST

LOST--On Thursday last, a gold bracelet. Finder will be rewarded on leaving same at this office.

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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Director--Mr. Frank Harrison. Violin Department--Miss Hazel Palmer.

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MUSIC STUDENTS not having pianos in their homes may secure practice at the Conservatory at a nominal cost. Circulars supplying full information will be sent on application.

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It cost us over \$20,000 to build the single special equipment for making Mooney's Sugar Wafers. When you taste them you will agree with us that the money was well spent.

For years we have made the finest biscuits and candies in all Canada--our Perfection Cream Sodas, and Chocolate Chips alone prove this. Now we offer you what we believe is our greatest creation--Mooney's Sugar Wafers.

Mooney's Sugar Wafers

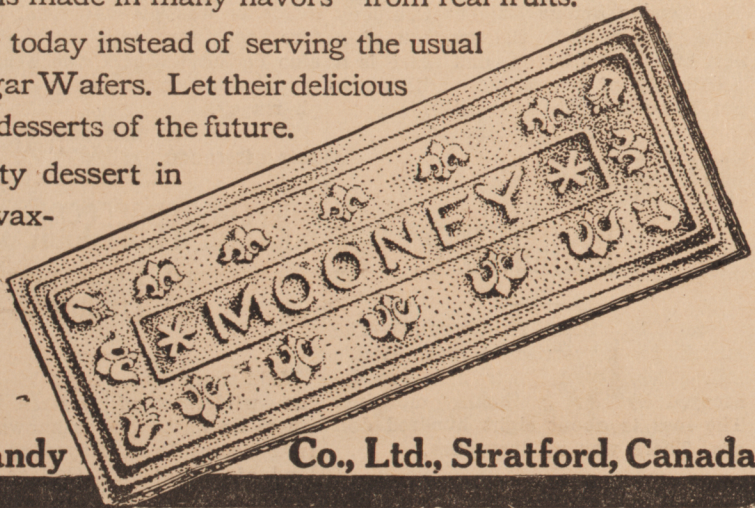
The Dessert Your Guests Will Like

Mooney's Sugar Wafers are made with double layers of crisp, spicy biscuit crusts. Each layer is a delight--between is a rich delicious cream, a combination of sweets that can't be duplicated.

This luscious cream is made in many flavors--from real fruits.

At luncheon or dinner today instead of serving the usual dessert try Mooney's Sugar Wafers. Let their delicious taste today decide your desserts of the future.

You can get this dainty dessert in dust and damp proof wax-paper-lined tins at your grocer's. 10 and 25 cent tins.



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