



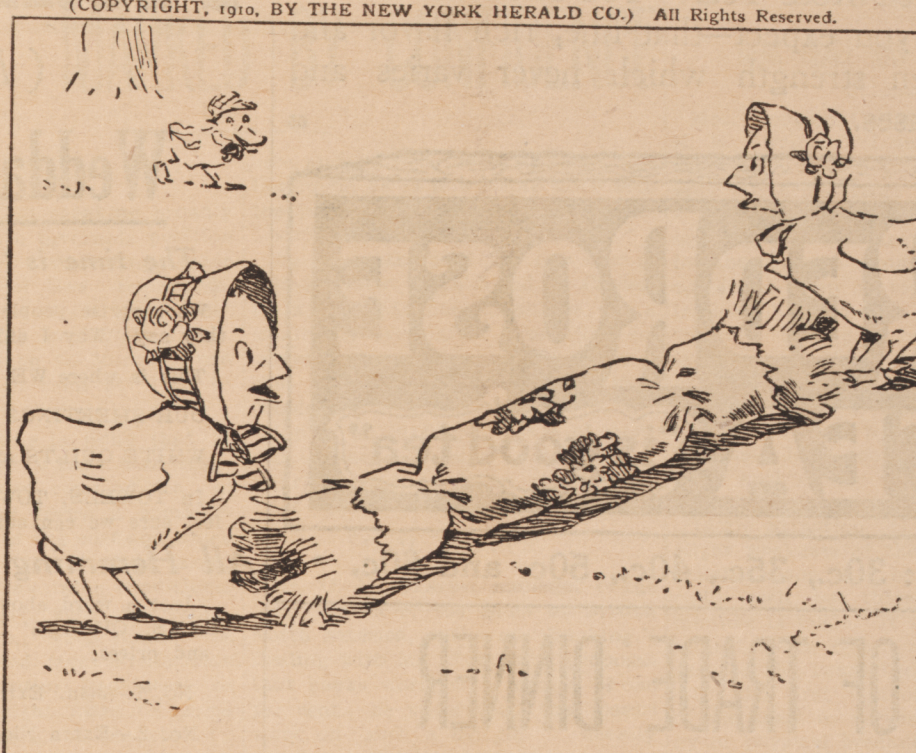
# JOHNNY QUACK and the VAN CLUCK TWINS



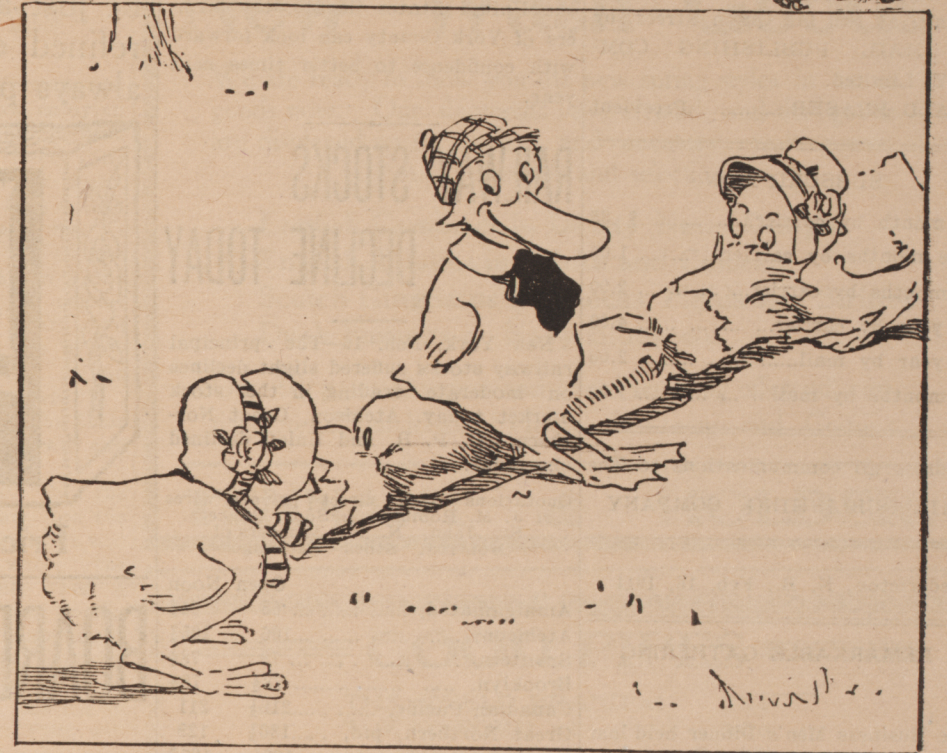
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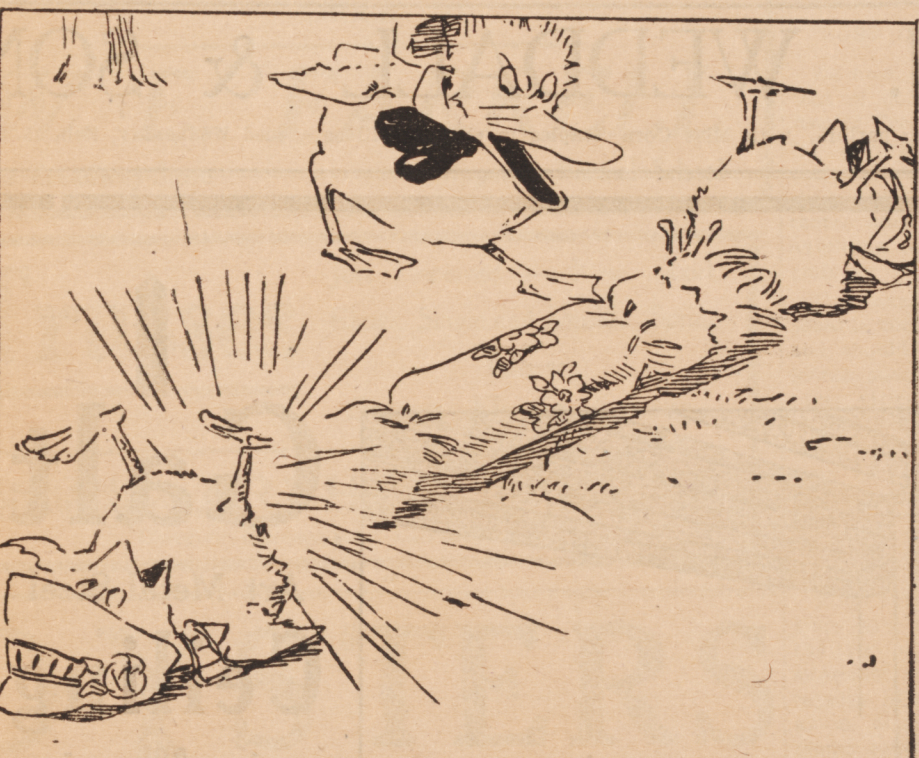
1.—"The actions of those Twins are suspicious! Think I'll watch 'em and see what's doing."



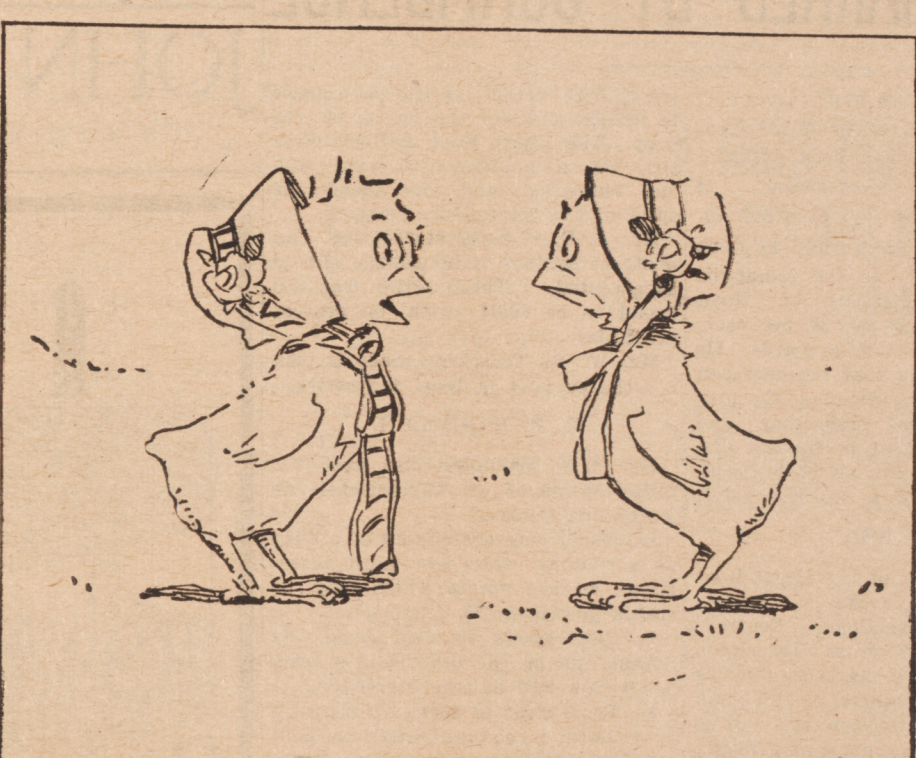
2.—"Goodness! Here comes that old pig, Johnny Quack! Hurry, let's see what's inside before he gets here!"



3.—"You were going to keep it all for yourselves, weren't you, girls? Now, just for that, neither one of you'll get any! No use pulling, it won't do you a bit of good!"



4.—Bang!!!



5.—"Never again will I have anything to do with anything that Johnny Quack even looks at! His name spells TROUBLE!!"



6.—"Well, the Twins certainly played a good trick on me that time and I, like a big pumpkin head, walked right into it! STUNG!!"

## BOARD OF TRADE DINNER MARKED BY CONFIDENCE

(Continued from page two)

Empire had become great through its roads. Railroads were what Canada needed was the St. John Valley Railway. (Applause.) That railway had been used as a political football for too many years. (Hear! Hear!) The time had come when the welfare of the country was to be put before political feeling. An attempt to build that line was being made. The people should have it clearly understood that the railroad was wanted and that no party was to stand in the way. (Applause.)

W. E. FARRELL.

Mr. W. E. Farrell was called upon. He complimented the Board of Trade upon the success which had attended its efforts to organize the dinner and also thanked the ladies whose assistance had gone to far toward bringing about that success. He felt personally that Fredericton was a good place to live in and hoped that some of those present would become members of the Board.

ALD. W. J. OSBORNE

Ald. Osborne was also called upon to speak to the subject. He had come to Fredericton fourteen years ago and it was needless to say that he had had confidence in Fredericton and New Brunswick when he left the much-talked-of province of Ontario to take up his residence in the city. He had found it hard sledding in times but had been very successful in working up an institution, the Fredericton Business College, which was of more benefit to the city than was generally thought. The college could not point to graduates of the standing of Hon. George E. Foster and Hon. Wm. Parsley. However it should be given time.

While in Fredericton he had realized the advantages of the town as a place to live in. He thought the city owed a particular debt of gratitude to those aldermen who had been courageous enough to stand to their guns and install the sewerage system although beaten at the polls the next year. Fredericton he thought had marked advantages naturally. All that was necessary for its advancement was cooperation on the part of its citizens. He hoped to live to see Fredericton's population doubled. (Applause.)

J. C. ANDERTON.

Mr. J. C. Anderton was also heard on this subject. He said that for fourteen years he had intended to become a citizen of Fredericton, but had been deterred by the absence of pure water and sewerage. Those drawbacks had been removed within the last few years. He was of the opinion that the city stood a good chance to attract residents under present conditions.

J. D. PHINNEY, K.C.

Mr. J. D. Phinney, K.C., followed. He paid a tribute to Fredericton's national advantages. Speaking of the U.N.B., he said that it was an institution of which any one should be proud. It had turned out many men who had won name and fame in business life. The president of the Fredericton Board of Trade was one of them. (Applause.) It was the duty of any citizen to feel an interest in the institutions of his city and Fredericton was no mean city. (Hear! Hear!) It had several large and flourishing industries. He had regretted that controversial subjects had been barred for controversy sharpened men. Too much money was being sent to the west and elsewhere that might well be invested in Fredericton's industries. (Applause.) The St. John Valley Railway need cause no apprehension. It would come. A railway to Minto would come. New railway stations would come. (Applause.)

GEORGE Y. DIBBLEE.

Mr. George Y. Dibblee spoke on the value of the Fredericton Exhibition to the city. That fair, he said, brought \$100,000 into Fredericton every two years. The Association wanted new buildings and more land and would probably ask the citizens for support. A winter fair, like that of Amherst, would probably be held in the near future. He hoped Secretary Hooper would support his remarks.

ALD. W. S. HOOPER.

Ald. Hooper, as Secretary of the Exhibition Association, spoke also. Amid laughter he said he seemed fated always to follow Mr. Dibblee or Mr. Phinney. The exhibition, he said, was Fredericton's greatest asset. It has done more to advertise the city within the last ten years than any other single thing. As Mr. Dibblee had said, the acquisition of more land and buildings was desired. He agreed with Ald. Osborne in placing a high value on the filtration plant. Personally, he had been for Fredericton first, last and all the time.

LEWIS H. BLISS.

Mr. Lewis H. Bliss, manager of the St. John River Log Driving Company also spoke on the subject. He endorsed the opinions expressed concerning the sanitary improvement in the city and the value to the city of the exhibition. He felt that good would certainly come from the gathering and he hoped that the affair would be made annual.

JAMES S. NEILL.

Mr. James S. Neill said that there was no city in the Maritime Provinces better situated than Fredericton as a manufacturing and distributing centre. He congratulated the members of the Board of Trade on the success that had attended the

banquet. He also felt sure that the Valley Railway was coming positively in the near future.

President Jennings announced the next subject, "Fredericton as a Centre of an Agricultural District." Mentioning the name of Mr. W. W. Hubbard, Secretary of Agriculture,

W. W. HUBBARD

Mr. Hubbard dealing with the subject described the country immediately surrounding Fredericton, which he said was fertile, well-watered and easily workable. If Alberta or Saskatchewan possessed such districts they would advertise it all over the country. People in the province of New Brunswick did not realize what lay at their own doors. It rested with the people themselves to create enthusiasm about their own country. Though not a native of Fredericton he always had an admiration for the city and was glad to be a citizen of it at the present time. He would like to see more money spent on the Department of Agriculture in New Brunswick (Applause.)

It was a regrettable sign of the times that people were leaving the country and gathering in the centres of population. The movement was world-wide and needed the attention of legislators. The cause of the movement was largely social. It was up to the people of the cities to lend aid and support to the people in the outside districts to overcome the disadvantages of their lives. More telephones, better roads, improved mail-service, were all needed to benefit the country for it was from the country that the wealth of the cities was drawn.

Mr. Hubbard also touched upon the banking system of the country, which he said was not such as would benefit the farmers. He dealt with the land-bank system as in vogue in Europe and suggested its adoption in Canada.

Boards of Trade in the West, he

said, did much toward advertising the country surrounding the cities in which they were located. It might also be advisable to induce prominent farmers to become members of the Board. (Applause.)

W. S. TOMPKINS.

Mr. W. S. Tompkins was next heard on the subject, "The St. John Valley, Its Resources and Its Possibilities." Introducing the speaker, President Jennings said that self-confidence was what was needed by the people of the Valley. Self-confidence had enabled the people of Chicago to rebuild their city after the great fire. It would enable the people of the St. John Valley to boom their country.

Mr. Tompkins spoke as follows:

Gentlemen in enumerating the many beauties and commercial advantages of your city, the speakers preceding me have omitted giving notice to one of the most potent factors you can employ in your concerted action in building a greater city. I refer to your press. There is no city outside of St. John and Halifax in the Maritime Provinces that can compare with you in the character of your papers. Do you appreciate them enough? Men who travel notice their business energy. The dailies are not printed until late in the afternoon but the same evening you can purchase the Gleaner on the streets of Woodstock and when you reach McAdam Junction you can obtain the Mail. They are not only up to date in mechanical construction but give their patrons the news of local and foreign importance in readable form.

RAW MATERIAL

Raw material is the basis of a country's wealth, from this factor you can very accurately estimate the possibilities, the business expansion, the commercial growth. In fact the whole future of a country's business character is based on raw

material and its ability to produce cheaply.

I want to draw your attention to two kinds of raw material that exist in the St. John Valley, that are not only in abundance but in unlimited quantities—our forest wealth and the elements of plant food in our soils. Gentlemen there are no more productive soils in Canada than constitute the farm areas bordering on the St. John River from its mouth to the point where it crosses the line and I venture this statement without fear of successful contradiction as it is made after a careful compilation of facts. In the district from Hamstead Village in Queens Co., to Meductic in York Co., there can be produced annually without any further clearing of land, \$2,250,000 worth of farm products for export annually outside of Horticultural products. In pulp wood exclusive of merchantable spruce and larch wood there can be turned into cash at the present price paid for same F.O.B. at points in the Valley the sum of \$1,000,000 annually for a period of thirty years. If the pulp was manufactured here it would mean \$4,000,000 instead of \$1,000,000.

To fully appreciate what I have said of the pulp industry you have but to take a trip from Hoyt Station in Sunbury Co., to Debec in Carleton Co., then to St. Stephen and St. Andrews and note the acres at every station covered with pulp wood waiting for shipment.

RAILWAY NEEDED

The purchasing ability of this stretch of country would be augmented to the extent of four millions of dollars annually. Gentlemen what would this mean to the city of Fredericton? In view of these facts we want to determine at any cost of time or money the reason why the farmers of the Valley are not enjoying these possibilities. I am proud sir, to have the opportunity at this particular function where there is a representative assembly of business men, to represent the farmers of their counties and plead their cause for a better condition of affairs that govern to such a marked degree the development of this country; and in their behalf I appeal to you as a citizen of the district populated by as industrious and persistent a people as this world can produce and in your own interests, to unite as one faction to secure early relief to the country people in this isolated district. (Applause) Our interests are common. That which helps the farmer will help you. At present they enjoy none of the benefits derived from means of transport. These common interests should have been our first attention. There is nothing impossible that is reasonable and it is certainly reasonable that a country that has no equal in Canada should re-

main longer without necessary means of development.

In the section we have designated we have a population outside of our cities of about 10,000. We have room on the same territory for 30,000 more and the chance to increase the population of Fredericton at the same rate. Fredericton would be a city of 25,000 population and the manufacturing city of Eastern Canada and its citizens would have a hand in the creation of a commercial status that would be the envy of the Eastern provinces. (Applause.)

TRANSPORTATION THE FACTOR

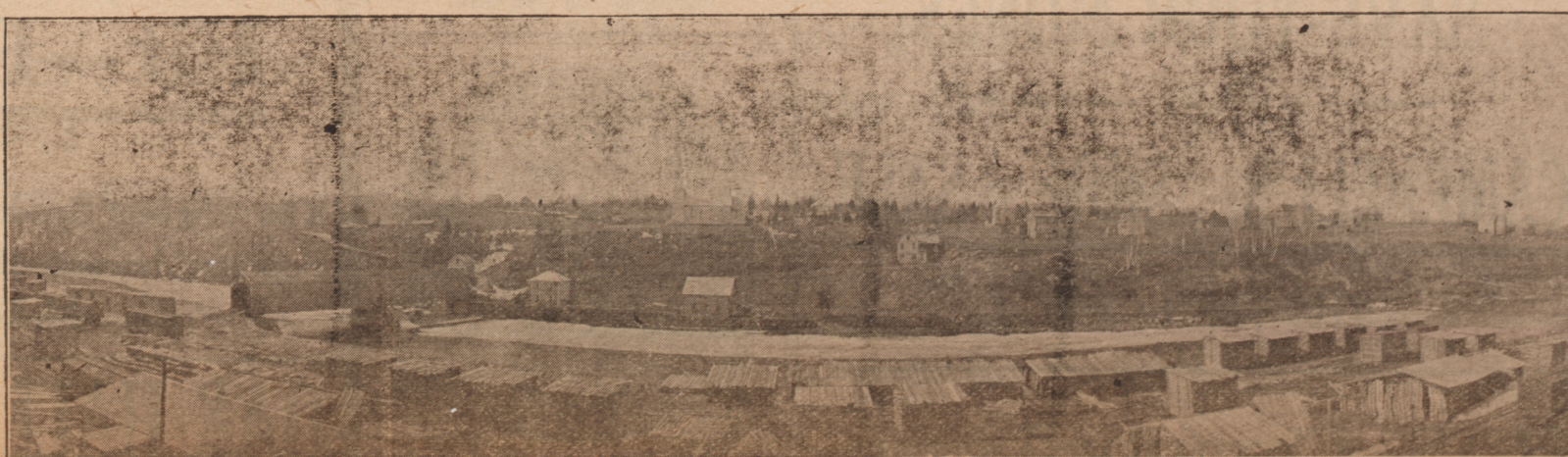
Emigration depends on transportation. There are thousands waiting to fill up the St. John Valley as soon as the railway is built. Development is stimulated by several different factors, transportation, advertisement, manufacturing and legislation. Gentlemen when I look over this assembly of business men I am satisfied you are able to unite in co-operative action. (Applause.)

Gentlemen we wish to bring to your notice the unique conditions that environ you as a city and I can in no better way bring it about than to ask you what Fredericton would be today if the Normal School with its contingent of some four hundred who live a quarter part of the year, the University, the Military school, the Departmental buildings, the villages of Marysville and Gibson and St. Marys were all removed? Your city would still be a beautiful city to live in, all these things have been forced upon you cradling you in the luxurious arms of these conditions that other cities do not enjoy. You have been free from the troubles that must confront other cities that have to create ways and means to exist. To these things that belong to you naturally add the prosperous agricultural district that surrounds you on every side and you enjoy conditions that exist in very few cities in Canada. You can well afford to give your time thought and energy to building up the country of the Valley. (Applause)

S. B. HATHEWAY.

Mr. S. B. Hatheway, president of the Farmers' and Dairymen's Association, followed with a most interesting paper on "Fredericton as the Centre of an Apple Producing Country." Mr. Hatheway stated that Fredericton itself consumed \$10,000 worth of apples annually, two-thirds of the apples being purchased outside New Brunswick. For equality of fruit, yield per acre and accessibility to market, the St. John Valley was second to none as an apple-producing country. The farmers had never gone into the business of apple-raising however. Commercial orcharding was

(Continued on page four)



PLASTER ROCK, A THRIVING VILLAGE AND LUMBERING CENTRE ON THE TOBIQUE RIVER, N. B.