

The Daily Mail

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THE BOARD OF TRADE

Under the energetic leadership of President John T. Jennings, the Fredericton Board of Trade has forged steadily to the front, until it now has a representative membership of 203, the largest in its history. It has a home of its own; it has committees which carry on the work of the several departments and it is a more potent factor in the life of the community than ever before.

It is no disparagement to the many able and loyal men who have occupied the presidency of the Board of Trade since its organization nearly twenty-five years ago to say that President Jennings has eclipsed them all in the matter of achievement. He has shown himself to be a real live wire and his splendid work has earned for him the gratitude of his fellow-citizens. His wonderful optimism and abiding faith in the future of the city has been contagious. He has compelled the knocker to take a back seat and has brought the booster to the front. And Fredericton has reaped the benefit.

It was with great regret that the members of the Board of Trade accepted President Jennings' resignation last evening but they were most fortunate in securing in Mr. J. D. Palmer, a most worthy and competent successor. Mr. Palmer can be counted on to take hold of the work with vim and determination. As president of the Hartt Boot and Shoe Company he has shown what energy and pluck can do. The products of his concern are sold in every province of Canada and enjoy a deservedly high reputation. He has shown that a manufacturing industry can flourish in Fredericton and that we have advantages that other towns do not possess. As head of the Board of Trade we feel confident that President Palmer will do his part. It is up to the citizens to co-operate heartily with him. Many problems await solution and must be grappled with earnestly. Every citizen should be interested in seeing Fredericton go ahead and every citizen should put his shoulder to the wheel. Forward, Fredericton, should be the watchword during the year 1914.

THIS MONEY WAS EASY

On his return from driving the last spike of the Canadian Northern line from Toronto to the Rocky Mountains, Sir William Mackenzie said he found money easy. There is undoubtedly one place where Sir William finds money easy and that is on Parliament Hill, Ottawa, where last session he secured a gift of between fifteen and sixteen million dollars from the Borden government. Mackenzie and Mann not only find money easy, but they find the Conservative government easy.

It was, however, represented by the Conservative party as an excuse for this huge contribution to the two railway magnates, that unless the government had hurried to their relief with millions of the taxpayers' money, the C.N.R. would have become involved and that the Mackenzie and Mann railway project was so irretrievably mixed with Canadian affairs that if it suffered in any way, Canada's credit would be injured. Mr. R. B. Bennett, M.P. for Calgary, declared in an address to his constituents at Calgary on November 6th, that he had voted to give these millions to Mackenzie and Mann in order to keep the C.N.R. out of the hands of the receiver.

This is what Sir William Mackenzie, president of the C.N.R., said on January 6th, 1914:

"We spent over \$50,000,000 during the course of last year, and the Canadian Northern is going right ahead. We have not been at all troubled at the finding of funds for carrying on the work hitherto, and I don't expect that we will be."

In face of this definite statement, it may well be asked why the government was so determined that this \$15,000,000, must be a straight gift to Mackenzie and Mann when they rejected every demand of the opposi-

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Catarrhozone is pleasant and certain. You breathe Catarrhozone—you don't take it. Large \$1.00 size is guaranteed; smaller size 50c. and trial size 25c. at all dealers everywhere.

YORK WILL NOT BE

(Continued from page one.) may not unreasonably look forward to the surveyor generalship or to some other cabinet office, leaving a vacancy only in the forecastle."

There is a good deal in what The Globe says. Premier Flemming, while he was minister of lands and mines last year, also performed the duties of provincial secretary. He must be getting rather tired of administering two departments by this time and will probably turn over the lands and mines to another.

There is no doubt that the new attorney general will be Hon. George J. Clarke of Charlotte. He is not only an able lawyer but is a man of principle and would not stand for the tomfoolery which has been characteristic of meetings of the local government. While holding the office of attorney general it is scarcely likely that Mr. Clarke will consent to act as the paid counsel of railway companies and others having dealings with the province.

When our Mr. Pinder consented to stultify himself at the recent Tory convention here by proposing the name of Col. McLeod as a candidate for the federal parliament, it was with the understanding that he was to be taken into the local cabinet. It is now beginning to look as if he would be given the go-by. The old man will not relish this kind of treatment but there does not seem to be much help for him.

The McLeod wing of the party are booming Mr. P. A. Guthrie for the vacant local seat and some of them even insist that he be taken into the government. The name of Dr. W. C. Crockett was also mentioned in this connection, but Col. McLeod came down on the proposal with a terrible thud and the boom kind of died out. Ex-Mayor C. H. Thomas is now being boomed by the anti-McLeod wing and they say that if the choice is left to a party convention he is a sure winner. If the steam roller is not brought into play Mr. Thomas will be the party candidate.

Joe Azevedo vs. "French" Vaise, 10 rounds, at Oakland, Cal.
Jim Flynn, vs. Tim Logan, 15 rounds, at Thornton, R. I.

BOARD OF TRADE

(Continued from page five)

Fredericton in connection with the terminal facilities of the Intercolonial Railway were discussed fully and frankly. Mr. Catlinus promised that work would begin at once on a general scheme for improved and much enlarged accommodation here. Your committee is pleased to report that a substantial commencement has been made along this line. There is every reason to believe that as the scheme develops it will be found to embrace a modern depot, commodious enough to handle all the passenger business of Fredericton as well as ample freight warehouses, round house, machine shops and yards. In fact, every thing necessary to maintain a large terminal.

The completion of the Fredericton and Grand Lake Railway and the New Brunswick Coal Railway, inaugurated by the C.P.R. in November, adds to Fredericton's importance from a transportation standpoint. Connection with the Intercolonial Railway at Norton is thus obtained and the intervening territory rendered accessible to our merchants.

It is worthy of note that now upwards of thirty trains arrive at or depart from Fredericton each day. This number will no doubt be augmented this year by the operation of part of the St. John Valley Railway and also by an additional train to and from St. John, which your committee understands will be put on in June next.

All of which is respectfully submitted.

C. FRED CHESTNUT,
Chairman.

Board of Trade Rooms,
Fredericton, N.B., Jan. 12, 1914.

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New Mercerised Lawns, etc., etc.

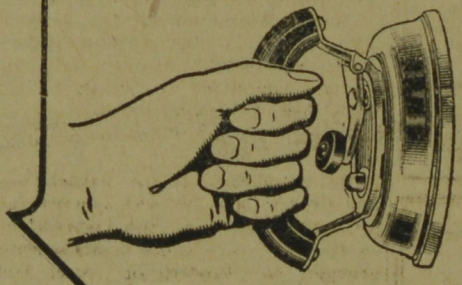
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