

The Daily Herald.

VOL XII

FREDERICTON, N. B., MONDAY, NOVEMBER 11, 1907

NO. 262

ARE YOU AWARE WE SELL

BLANKETS

This week we will offer a lot of Blankets at Wonderful Low Prices. It will profit you to look them over.

ALL WOOL WHITE BLANKETS

Per Pair: Regular price \$3.75, this week \$2.95
" Better Quality, reg. \$4.50, " \$3.75
" Still Nicer, " \$6.50, " \$5.25

WHIT SHAKER BLNKETS

10x4 95c per pair; 11x4 \$1.10 per pair.

GREY SHAKER BLANKETS

At Same Prices.

ALL NEW FRESH STOCK

E. A. O'BRIEN & CO

REDUCTIONS IN WALL PAPER

We must have the room now taken up with Wall Paper for Xmas goods, and in order to dispose of it, will for the next 30 days sell at greatly reduced prices. All this years patterns. Come early and get first choice.

BOSTON 5 and 10

Opposite Soldiers' Barracks.

R. G. LEE & Co.

"KLENZO"

The Best Hand Soap made. Will positively remove dirt of all kinds.

LARE TINS 15c, TWO FOR 25c.

GEO. Y. DIBBLEE,

PEOPLES' DRUGGIST.

OPP. CITY HALL

*Chestnut
says*

"Our IMPERIAL GOLD CURE cures colds quicker than any other cold cure, and they do it without affecting the head. You just take them and the cold vanishes."

"THE QUALITY STORE." 572 Queen Street

JUST OPENED

A VERY NICE ASSORTMENT OF "IMPERIAL CROWN" AND JAPANESE

CHINA

AT

F. E. BLACKMER

Opposite Normal School

MR. GRAHAM'S VISIT

Board of Trade Delegation Present City's Claims for better Terminal Facilities.

Arbitrary Freight Rates also Discussed--The ter Favorably Impressed.

Hon. George P. Graham, the new Minister of Railways and Canals, is on a tour of inspection of the inter-colonial railway, and spent Sunday in this city, and took his departure at ten o'clock this morning. Before leaving he was waited upon by a delegation of leading citizens, who urged upon him the necessity of providing better station accommodation here. The Minister received the delegation very courteously and promised that the matter would receive attention in due course.

The Minister and party arrived here from Chatham Junction at 11.30 o'clock on Saturday evening in a special train, made up of three private cars and one pullman. Conductor Logan and Driver Boyd were in charge of the train, and made a good run from Chatham Junction considering the fact that they were delayed an hour at Blissfield, on account of bad coal, which made it necessary to stop and clean the fire box.

Those composing the party were Hon. Mr. Graham and wife, Private Secretary Robinson and wife, Deputy Minister Butler, General Manager Pottinger and wife, General Traffic Manager Tiffin, Chief Engineer McKenzie, G. H. Joughins, superintendent of motive power, T. C. Burpee, engineer of maintenance, Evan Price, divisional superintendent, N. L. Rand, master mechanic, R. W. Simpson, assistant to the general manager, A. M. McLellan and others.

The Minister and Mrs. Graham attended divine service at the Methodist church yesterday morning, and afterwards dined at the Queen Hotel. They spent the afternoon and evening in their car and received several callers.

DELEGATION HEARD.

This morning at nine o'clock the Minister was waited upon at Mr. Tiffin's car, by a delegation of citizens including representatives of the Board of Trade, who urged the city's claims to increased facilities. The party included Senator Thompson, W. T. Whitehead, M. P. P. G. Y. Dibblee, president of the Board of Trade, Judge Barry, J. D. Phinney, L. C. Macnutt, C. Fred Chestnut, J. W. McCready, A. H. F. Randolph and Edward Moore.

Secretary McCready of the Board of Trade acted as chief spokesman for the delegation. He started in by saying a good word for the I. C. R. station master, Mr. R. Z. Walker, whom he said was most courteous in the discharge of his duties, and tried in every way to meet the wishes of the patrons of the road. He thought that it was only necessary for the Minister to glance around him to become impressed with the fact that an improvement in the terminal facilities was needed in Fredericton. Some improvement in the train service along the Nashwaak Valley was also needed, and he thought if brought about would increase the traffic of the road.

He next called attention to the arbitrary rate of goods shipped from Montreal, and urged the Minister to take steps to remove the grievance. He understood that the rate amounted to from 6 to 12 cents per hundred, according to the class of goods. The Board of Trade had taken the matter up with the railway commission in 1904 and had filed a petition setting forth the facts, but thus far nothing had been heard from it.

Mr. Tiffin here interposed the remark that the I. C. R. had nothing to do with fixing the rate on goods coming from west of Montreal. The C. P. R. had induced the Fredericton merchants to agree to a rate on flour and had made the other rates to suit themselves. The I. C. R. authorities had protested against the arbitrary rates.

Mr. McCready said that the C. P. R. had made an agreement with a few local merchants, but had not consulted the Board of Trade or the citizens as a whole. He had been puzzled to know why the I. C. R. had consented to the arbitrary rate. Mr. Tiffin--We did not consent to it, but protested most strenuously.

Mr. McCready said it was a fact that the freight rate on goods shipped to Fredericton, St. Marys or Gibson was higher than on goods shipped to St. John or Cross Creek.

Mr. Tiffin Wyes, except on flour.

DANGEROUS CROSSINGS.

Mr. McCready next referred to the dangerous condition of the crossings on George and Charlotte streets, and stated that the city had a short time ago protested against a proposal to add another to the list. As city clerk he had forwarded a letter to the railway authorities but no reply had been forthcoming.

Deputy Minister Butler said that the city needed increased accommodation

and he saw no other way of providing it.

Mr. Phinney said that the citizens made no serious objection to the noise made by the shunting of trains. In fact they rather enjoyed it.

Mr. Chestnut said that the idea was that as traffic increased the crossings should be protected.

Mr. McCready said that they did not want to hamper the work of the road, but thought that level crossings should be protected. In conclusion Mr. McCready thanked the Minister for the hearing given him, and heartily congratulated him on his appointment to the position of Minister of railways and canals.

THE MINISTER'S REPLY.

Hon. Mr. Graham in reply said that it was hardly to be expected that he should acquire a complete knowledge of the working of the railway and be in a position to solve all the problems in a period of two months. The object of his tour of the road was to acquire information from other people and see what was wanted and what could be done to make the road of better service. It had struck him when he was hunting around for the Fredericton railway station, that a better one should be provided. As a rule when two roads enter any large centre of population they endeavor to have a union station, as a matter of convenience to the public as well as to the railways. The Transcontinental would shortly cross the I. C. R. tracks near Fredericton, and would be sure to mean an increased traffic to the city. He did not like to promise offhand that they would tear down the Fredericton station and build a new one, but the time was certainly near at hand when better terminal facilities would have to be provided.

In regard to the question of freight rates, that was more of a technical nature than appeared on the surface. The people could not very well ask for more from the I. C. R. than they have agreed to pay the C. P. R. The matter was all new to him and he would certainly look into it.

The intercolonial wants all the business it can get. It is no longer being run as a complement to other roads, but is run as a straight business proposition. It is a competing line and will endeavor in every way to accommodate the public. There are only two propositions to be considered. We have either got to get rid of the road or run it as other railways are run. I will never agree to any proposal to get rid of it. When I look out of this window I cannot help thinking that the people of Fredericton have been patient in regard to terminal facilities.

Mr. Barry said that the matter of a union station had been recently discussed with Supt. Downie of the C. P. R., and he had conveyed the impression that the C. P. R. authorities did not care to enter into an arrangement of that kind unless they had control of the station.

Mr. Butler remarked that he thought that Mr. Downie had come pretty close to the truth. In any arrangement hitherto made the I. C. R. usually played in an eponymous position to the C. P. R.

Hon. Mr. Graham--We cannot force the C. P. R. to enter into an arrangement with us for a union station but conditions might arise in the future under which they might be willing to do so. They have had their own way with the I. C. R. a little too long.

Mr. Phinney remarked that great improvements had been made in the Fredericton branch since it had been acquired by the I. C. R. three years ago.

Hon. Mr. Graham said he felt satisfied that the people of Fredericton would have better terminal facilities before long. As had been said by Mr. Butler the C. P. R. had largely controlled things in the past. We have been using the nursing bottle for the C. P. R. long enough and don't propose to do that any more. We propose now to run the road on business principles.

Mr. Phinney suggested that the present site of the I. C. R. station was not perhaps the best available.

Hon. Mr. Graham--In that case it might be well to look up another site where we could have better terminal facilities.

Mr. Chestnut thought if the bridge had been erected a few feet higher it would be possible to have underneath crossings.

Mr. Butler said that they would be too low as the water from the St. John river would flow in. He did not think the traffic here would warrant the establishment of guards.

Mr. Dibblee remarked that there was a discrimination in passenger

MILITARY TRAINING

Will be Introduced in the Nova Scotia Public Schools. New Years--Other Provinces likely to fall into Line.

OTTAWA, Ont., November 11.--(Special.)--An arrangement between the Minister of Militia and the government of Nova Scotia for instituting in the public schools of that province a system of physical exercise and military training will go into effect the first of January.

School teachers will undergo a special course to qualify them for imparting physical training and military drill to the scholars, and certificates will not be granted to teachers in

Nova Scotia until they qualify for this purpose.

Rifle shooting will be introduced to normals. Certificates for physical training and elementary drill will be issued to teachers of either sex.

Sir Frederick Borden is a strong believer that every lad before he reaches manhood, should be able to handle a rifle.

The minister is in communication with the other provinces, and it is believed they will follow Nova Scotia's example.

SOLD FOR JUNK

Allen Liner Bavarian Wrecked two Years ago could not be Reclaimed.

QUEBEC, P. Q., November 11.--(Special.)--The Allen Liner Bavarian, which went on Wye Rock two years ago, has at last been sold for scrap iron.

The purchaser is a New Yorker named Rosoff, who is said to have paid \$65,000 for the vessel, including furniture and all.

Ever since the grounding of the ves-

sel, efforts have been made to save her, first by the Allans and later by the North American Wrecking Company, which took her over from the underwriters.

It was thought that the latter had succeeded in saving the big liner, but it was found she was too badly wrecked to be repaired.

Fully \$150,000 is believed to have been spent in efforts at recovery.

THE STOCK MARKET.

Stagnation Marked To-Days Operations at Montreal.

MONTREAL, November 11.--(Special.)--The stock market was stagnated today, transactions being the smallest since the recent slump.

There are many bargains to be had but the financial stringency still prevents their acceptance.

The most important transactions were in Mexican bonds at 70 1/2, Toronto Railway 86, Rio 30 1/2, Shanigan at 54, and Soo Common 73.

Stocks which are usually active, were quoted at about the same level as last week's closing prices.

MRS B. HANSON DEAD

Respected Durham Lady Passed away Last Night.

Friends of Mrs. Burpee Hanson will learn with regret of the sudden death which occurred last night at her home at Durham, York County.

Mrs. Hanson was a daughter of Mr. and Mrs. Sydney Smith, of Advocate Harbor, N. S., and a sister of J. Willard Smith and R. Duncan Smith, of St. John, and Groegee Smith of Bridgeport, Conn., Fred Smith, of New York, and Percy at home.

She is also survived by one sister, Mrs. Stewart Maxwell, of Quincy, Mass. She leaves five children.

Mr. W. B. Jonah, barrister of Sussex, is among the guests at the Queen.

rates against Fredericton which should be removed. A ticket from St. John to Toronto by the C. P. R. cost seventy cents less than one from Fredericton, although this city is forty-four miles nearer that city.

Mr. Tiffin said that the I. C. R. had nothing to do with rates west of Montreal. The discrimination against Fredericton was most unfair, and the I. C. R. had protested against it. The Grand Trunk and C. P. R. were responsible. He had suggested to Mr. Randolph to take the matter up with the railway commission.

Hon. Mr. Graham said that if Mr. McCready would write him on the subject after his return to Ottawa, he would see that it was laid before the railway commission.

Mr. Chestnut suggested that the I. C. R. should attach a pullman to the Fredericton express with a view of encouraging passenger traffic to Montreal. He also suggested that the suburban train service be extended to Cross Creek. The distance was only twenty-five miles and an arrangement could be made by which a train could leave Cross Creek in the morning and return in the evening.

Hon. Mr. Graham said that the matter presented some difficulties. The people on the Chatham end of

HAYCOCK-RUSSEL

Supt. of Dominion Express Co., well Known in Fredericton takes a Wife at St. John

ST. JOHN, N. B., November 11.--(Special.)--The home of Mrs. Thomas P. Pugsley was the scene of a pretty wedding at 4 o'clock this afternoon, when her sister, Miss Nita Oliva, daughter of the late Thomas Russell, and granddaughter of Senator Muirhead, of Chatham, was married to Mr. John Ransome Haycock, general manager of the Dominion Express Company.

The officiating clergy was Rev. David Lang, pastor of St. Andrew's Presbyterian church.

Mrs. Thomas Pugsley was matron of honor, W. A. Cavendish McNeill, groomsmen, and Douglas Pugsley, the bride's nephew, acted as ring bearer.

After the ceremony luncheon was served and the newly married couple will leave for the west by the 6.05 train, and on their return will reside in this city.

(The bride is a cousin of Mr. Frank Sadler of the Crown Land Office, of this city.)

HALIGONIAN'S DEATH

HALIFAX, N. S., November 11.--(Special.)--The death occurred here today of Alfred J. King, proprietor of King's dental parlors, and well known throughout the provinces. He was 46 years old and leaves a wife and five children.

the road are now complaining that Fredericton gets everything.

Mr. Tiffin remarked that people from Cross Creek could now arrive in Fredericton at 13.05 and return home in the evening.

Senator Thompson thought it would be a good plan to extend the suburban train service from Marysville to Stanley. He believed that a profitable traffic could be developed.

Hon. Mr. Graham promised that the matter would be carefully looked into.

This brought the interview to a close and the members of the delegation after cordially shaking hands with the Minister withdrew. All were most favorably impressed with the new Minister and feel satisfied that Fredericton's claims for improved facilities will receive careful consideration.

The special train with the Minister and party on board pulled out at ten o'clock. They will proceed to Loggieville, stopping at Chatham on their return. This evening the Minister will return to Ottawa by the Maritime express. Conductor A. Logan and Driver Boyd had charge of the special, and Assistant Superintendent Hoban and Trackmaster Geass accompanied the party to Loggieville.