BOOST FOR ST. JOHN AND NEW BRUNSWICK

Highly Important Statements

By Wealthy Britishers Who Came Here Recently

Greatly Impressed With Opportunities Here — Halifax Good Social Centre, St. John a Natural Point for Industries and Trade, and Agricultural Possibilities of Province Tremendous.

The Telegraph prints herewith a score or more of highly important statements regarding this city, New Brunswick, and the maritime provinces generally, from members of the British manufacturers' party which recently made a tour of Canada under the auspices of the dominion government, and who were piloted by W. Leonard Palmer, of the London Financial News.

If people in St. John, and in the province, are sometimes blind to their opportunities or are inclined to undervalue them because of long familiarity, it should be refreshing to read the opinions of these wealthy and influential men of affairs who saw our urban and rural conditions with the observance of the shrewd stranger.

These men were greatly impressed by the opportunities here and by the certainty that we are entering upon a period of rapid expansion during which new capital and population must be attracted hither.

The Telegraph is indebted to W. Leonard Palmer for the statements printed here. He obtained them from prominent members of the touring party and they are published with the idea that solid benefit may result from the presentation of so sterling a certificate of merit from authorities so competent to form a convincing estimate of our possibilities.

The first statement is that of Frederick Dowson, director of Mather & Platt, Ltd., the great engineering company of Manchester, England. He has given his views of the maritime provinces to W. Leonard Palmer in these words:

Wake Up, He Says.

This section of Canada has not received the attention of the people of Great Britain by reason of the advantages of the province not being brought before them in a similar manner to which the rest of the dominion has been boomed by the government railways, municipalities and boards of trade.

If these provinces will adopt the "publicity" methods of the west and advertise their natural resources of coal, iron, lumber and cheap water power, I see no reason why, with their geographical position, they should not become the great manufacturing district of Canada and a still greater centre for the collection of goods from Europe and the east of America for distribution to the greater portion, if not the whole, of the dominion.

Moncton with its natural gas (when the charges for same are equitably adjusted) should become a good manufacturing district.

Halifax, with its magnificent harbor, should be the Liverpool of Canada, but it appears to be retarded by the railways probably having interests in other districts.

Sydney seems to be a good centre for the iron and coal trade.

St. John, owing to its being so beautifully situated as regards the Atlantic and U. S. A. with its great river facilities combined with two great railway termini, is, I think, destined to become one of the most important ports in the whole of Canada.

The settlement of immigrants on the land and the mixed farming industry of these provinces have been sadly neglected, and it is quite time the cry of "Wake up, maritime provinces of Canada" was adopted generally throughout the district.

(Sgd.) FRED DOWSON.

St. John's Great Advantages.

J. Stark Browne, of London, director of Brunsmead, Ltd., British Columbia Fisheries, Ltd., and various other companies:

Dear Mr. Palmer,—You have asked me for my opinion of the maritime provinces of Canada. In the first place I may say that until this journey I have never so much as given a thought to this part of Canada. I knew from my school days that it existed and that is about all. Canada, to my mind, began at Quebec and ended at Victoria, and embraced all the intervening country covered by the C. P. R. I knew also that great developments were going on in the northwestern provinces. The reason for this lack of knowledge or interest is partly due to that great campaign of booming which has now been going on for several years to systematically advertise western Canada and the country served by the C. P. R. and also from the absence of enterprise displayed by the maritime provinces themselves.

My eyes have been opened by our recent trip, and I now see that in these maritime provinces Canada possesses a large tract of country, fertile in many parts, full of natural resources of coal, iron and other minerals; rich with unlimited stores of natural gas and water power for the cheap development of manufacturing industries.

In certain districts, such as Moncton and St. John, we saw distinct signs of awakening, and I should not wonder if in the future these two towns should develop into great and important centres of industry. I was particularly struck with the position of St. John with its harbor open all the year round and the great railroad corporations entering it from all sides, and I do not see what is to prevent the growth there of a great business centre which may probably in the future rival Montreal itself.

I was struck with the farming country along the course of the St. John river and amazed at the absurdly low prices at which farms were literally going begging. I could not understand this until I learned that their owners, and chiefly the younger members of their families, were deserting them for the more largely boomed wheat lands of the West. I felt that this could not be owing to mere caprice or love of change, but that some substantial reasons must exist for such a westward flow of emigration. I have done my best to find out what these reasons could be. While out West I met several men who had emigrated from the Eastern provinces. They all told me that the West at present offered greater chances for young men than the Eastern provinces could show. They one and all were engaged in business and prosperous, and none were working on the land. One was an estate agent, and it does not need great perspicacity to understand that a new province just booming into prominence would offer unlimited attractions to gentry of this kind. Another was a hardware merchant who had settled in a rising town and was growing with its growth. A third was a lawyer who had left an office in New Brunswick where he saw no prospect of advancement and in less than two years after going West had built up a big connection in the law, and in addition, at the early age of 33 had managed to secure a position in the ministry of his newly adopted province.

They all told me that it was hopeless to expect to make a fortune out of the cultivation of the land in Nova Scotia or New Brunswick. They did not speak from their own but from their father's experience who they said had only just managed to make a living for a generation past. So that this emigration out West rises, it seems to me, from two causes. First, the 'get rich crazy," which infests everybody now-a-days, and second, the dislike of the rising generation to take up the agricultural pursuits of their fathers. Eastern Canada needs a "back to the land" campaign as well as England.

With reference to the Annapolis Valley I was greatly struck with its thriving industry. I know a little about fruit-growing which has always been a hobby of mine and I was charmed with the clean and up-to-date methods of the settlers in the Valley. I am sure that there is a large opening in this district for steady industry and if the prices which the settlers quoted to me for their produce continues to be readily obtainable the industry should be a highly profitable one.

I did not see Sydney, and Halifax struck me as a sleepy town with one of the finest harbors in the world.

(Sgd.) J. STARK BROWNE.

Struck With This Port.

C. W. Outram, Esq., managing director of the Geo. Jennings, Ltd., the famous sanitary engineers of Lambeth, London.

July 15th, 1912.

Dear Mr. Palmer: I am pleased to give you a few short impressions of the maritime provinces, although my observations were principally directed to the commercial possibilities of these districts. I did not have the same opportunity as others of seeing the whole of these provinces as I was unable to visit either Sydney or Annapolis Valley, of which, however, I heard very good opinions given.

As to Moncton, this seemed to be in a very favorable position for manufacturing purposes owing to the natural gas in close vicinity.

Halifax I was extremely pleased with. Not only were there many business opportunities, but also I considered the social and educational advantages which these places presented were of very great value.

St. John struck me as being a very go-ahead place and with harbor facilities is likely to be a very important centre before long.

With regard to Fredericton, I considered this a very charming spot, and if I were intending to settle in the maritime provinces I should certainly like to live in this locality. Going down the St. John river one could not help being delighted with the scenery and also much impressed with the logging industry which occupied its course.

Yours faithfully,

(Signed) C. W. OUTRAM.

Great Prospects for Trade.

— Copy of letter from Mr. John Davies, of the Cwmfelin Iron & Steel Co., Swansea, England, to Mr. Leonard Palmer, organizer of the tour of British Manufacturers through Canada, June and July, 1912.

Dear Mr. Palmer: Our tour through the maritime provinces has been of an extremely interesting character, and the kindness and hospitality shown us has been most gratifying and pleasing. No information has been withheld from us, but every assistance has been tendered to enable us to get a right conception of the present trade conditions and the future prospects of development.

Halifax—Its harbor facilities should give great opportunities for further development in trade and its beautiful parks and pleasing situation make it a desirable place to live in.

Sydney—Has a great future before it, because of the great development of the Dominion Iron & Steel Corporation, whose enterprise has resulted in the establishment of some of the finest steel plants in the world. Sydney will develop the steel trade to a greater degree than at present, as it possesses all the natural resources required for the development, and it must become a great distributer of steel products to the West.

Moncton impresses me as having great possibilities for becoming an industrial centre, because of its natural gas and oil wells.

St. John—This city has a great harbor and should play an important part in the future development of the city. Its river is delightful, and should develop along its banks a great residential population, the situation being so charming. This applies all the way to Fredericton where we were so charmingly entertained at the Government Building, after visiting their wonderful Log Assembling Camp on the river.

I feel confident that the maritime provinces have a great future before them and will play a very important part in the development of the whole of the Dominion of Canada.

Yours truly,

(Signed) JOHN DAVIES.

People Must Wake Up.

Letter received by W. Leonard Palmer, organizer of the British manufacturers' tour through Canada during June and July from Thomas Gadsby, of Peck, Frean & Co., Ltd., the great biscuit manufacturers of London:

July 15, 1912.

W. Leonard Palmer,—You ask me to give you my opinion of the maritime provinces of Canada.

From the outset, it struck me that these provinces hold a very great advantage in the fact that their ports are open all the year round. On the top of this they possess natural wealth which is hardly exceeded in any other part of Canada, and they have a climate which is less rigorous than that of the great middle west. Yet the fact appears to me to stand out that it is the middle west which is beating the maritime provinces all the time. Why is this? I think chiefly it is due to lack of enterprise on the part of the people, or, where enterprise is shown, it is misdirected. For example, it is good that the people should possess their own railway system, but I cannot help thinking that the more privately owned railway companies have managed their affairs in such a way as to direct the attention of the world to the west and away from the maritime provinces. If the advantages which I think I see are really possessed by these eastern provinces, they will undoubtedly be recognized some day, but in the meantime this part of Canada seems to have fallen behind, and the people must bestir themselves to make good the ground they have lost.

(Sgd.) THOS. GADSBY.

Impressed With Maritime Provinces.

Thomas Brown, managing director of Brown, Hopwood & Gilbert, Ltd., Birmingham, and councillor of Birmingham city.

Montreal, July 16, 1912.

Mr. Palmer,

Dear Sir,—In response to your request for my opinion as to the maritime provinces, I was very favorably impressed from the time I landed, not only with the fertility of the soil but also with the towns through which we passed. Kentville and the surrounding district struck me as the most progressive and fertile for agricultural purposes, and the apple orchards were an education compared to what we see at home.

Halifax did not strike me as a very progressive city. I was much more impressed with St. John, and I think time will show this to be the more progressive town.

Moncton has the advantage of natural gas and therefore will naturally progress at a much more rapid rate than some of the others.

Fredericton also impressed me very favorably, and I much regretted to hear that the sons of the well-to-do agriculturalists are emigrating to the northwest, when they have such great possibilities at their door. Before long I think they will be returning as there are more social comforts here than in other provinces.

These few remarks, I think, will be sufficient to express my opinion of the maritime provinces.

I may add that St. John was visited under very unpropitious circumstances as it rained practically the whole of the first day, but the following morning the trip to Fredericton was most enjoyable. The river and the banks were very attractive and reminded me very much of the Italian lakes.

As I took Annapolis valley instead of Sydney, I have no remarks to make respecting this progressive city.

Yours truly,

(Sgd.) THOMAS BROWN.

More Publicity Needed.

Letter received from Geo. T. Neilson, of William Beardmore & Co., Ltd., on the prospects of the maritime provinces by W. Leonard Palmer, organizer of the recent tour of British manufacturers through Canada.

Dear Mr. Palmer,—You ask me for my impressions of the maritime provinces. They have in my opinion a specially favored position in the Dominion of Canada.

They contain within themselves all the materials necessary for successful manufacture, having coal, oil, natural gas, iron ore and timber, all within reasonable distance of each other. They have, moreover, that which no other part of Canada except British Columbia possesses—seaports free for navigation all the year round.

The land, as far as one inexperienced in agriculture as myself could judge, seems specially well adapted for mixed farming, and it appeared to me strange that with easy access to shipping ports farm products are not grown for export.

A fact that until lately these provinces were operated by practically only one railway only must have told severely against them, and also the great attractiveness of the west, splendidly advertised as it has been, must have drawn from these provinces much valuable labor, and also diverted colonists who otherwise would have settled there.

By copying the western advertising methods by towns, and by railway companies, who have now a direct interest to do so, the ground should be more than regained. Now competitive railways will give them direct access to and from western markets and as they also will bring the goods to central Canada and the eastern part of western Canada through these provinces for shipment abroad, a further stimulus to trade will be given, and the increased population which will follow will create a greater home market, and will therefore allow goods to be manufactured cheaper, giving the manufacturers of these provinces greater command of western and foreign markets.

I consider that these provinces have a very promising future indeed.

Yours faithfully,

(Sgd.) GEO. T. NEILSON.

Prefers Eastern People.

G. E. W. Beeson, of London:

Dear Mr. Palmer,—Personally I shall look back on the first part of our tour with the keenest pleasure, not only because of the fact of waking up each morning to find myself in a new city was then a novel experience but because the hospitality of the maritime provinces made our journey through them so pleasant.

I consider the idea that the further west one goes the greater the hospitality one receives as false statement. I infinitely prefer the eastern people whom I consider are less inclined to sacrifice everything for the "almighty dollar." They appear to be a better educated and, to my mind, a more sincere people.

With regard to the potentialities of the maritime provinces I consider there are splendid opportunities for industrial pursits, since they possess many of the natural advantages such as railway facilities, natural gas and coal, and certainly the land from an agricultural point of view, although perhaps in some respects surpassed by the west, is nevertheless magnificently fitted for farming.

Moncton has equal facilities for an industrial centre as several of the greater boomed cities in the west.

Halifax has undeniably a fine harbor and should be the "Portsmouth" of Canada when the dominion possesses her own fleet.

In conclusion, it seems to me that the time cannot be long delayed when the maritime provinces will come into their own.

Yours sincerely,

(Sgd.) G. E. W. BEESON.

St. John's Magnificent Port.

Geo. Mason, Esq., Educational Adviser to Reeves & Sons, Ltd., Dalston, London.

The maritime provinces of Nova Scotia and New Brunswick visited by us are very small compared with the vast tracts of country known as Ontario, Manitoba, Saskatchewan, Alberta and British Columbia, but there seems to be a stability in these two provinces, both in men and things, which impressed me and have caused me to compare them in many ways with the Old Country. Whilst there, there was shown on all sides a great desire on the part of the inhabitants to bring to our notice the agricultural and mineral wealth of these provinces, and the remunerative possibilities for the introduction of branch factories and works. Yet there was an absence of super-abundfully apparent in some places farther west. dance of hot air and boost which was painfully apparent in some places farther west. The maritime provinces are peopled largely by a hard-headed and thoughtful class, descended from some of the best stock in the "old land" and these same people have relied upon argument and hard facts in presenting their case to us, rather than "bluff and gamble." Some of the more western methods may be all right and suit the country in its newness and vastness, but the time will assuredly come when the conditions of the east will prevail in the west. The land in the maritime provinces appeared to me to be every bit as fertile as in the west, and under ordinary conditions of farming will yield its full measure of fruitfulness.

The Annapolis Valley, that marvelous fruit growing district, will certainly bear comparison in beauty and the bountifulness of its produce with any district of its size in the world. Fruit is the harvest of this valley and herein and herein only lies its present and future prosperity. Yet the people of the "Eden of Canada" bring to bear upon their labor all the science and all the skill possible in their fruit growing industry, and then I feel sure they will be amply rewarded for their toil. The ports of Halifax, and St. John have a heritage in their splendid natural positions on the Atlantic seaboard which nothing can deprive them of, and as Canada grows and develops, east, central and west, so much these two ports grow and increase until they rival or even surpass many others on the Atlantic Ocean. Fredericton has a situation peculiarly its own, and will continue to attract many residents who are seeking the social surrounding which the capital of a province can always offer.

At the city of Moncton we were much impressed with the mighty force of the natural gas which has been discovered and is being developed. Here indeed is a great inducement to establish factories and workshops and the controlling authorities of the natural gas and oil wells are giving every facility for the above object.

(Sgd.) G. MASON.

A Beautiful Country.

Copy of letter from Mr. E. T. Boardman, F. R. I. B. A. of Architects, Norwich, England, to Mr. W. Leonard Palmer, organizer of the tour of British Manufacturers through Canada, June and July, 1912.

Dear Mr. Palmer,—Having passed from east to the extreme west, one cannot help comparing the conditions of life one has seen in the different parts, and I must say these conditions in the Annapolis Valley and around Fredericton appealed to me very much. The country was beautiful to look upon, the land seemed rich and suitable for good crops, the apple trees looked healthy and not mis-shapen by any prevailing wind, but it struck me that the land was capable of much more intensive culture.

The people we met seemed very prosperous and contented, and were certainly very hospitable to us. I was given to understand that there is still plenty of land awaiting cultivation and the planting of orchards, and I should like to urge that preference and kindness be shown to English settlers even if they have no first hand knowledge of agriculture.

So many Englishmen have allotmtnts near large cities, that the working of land is not strange to them and I having served in England on an emigration committee, know how well the men sent out have proved to be.

It must be to the advantage of Canada to have as large a proportion as possible of her new population imbued with British ideas of government, local and imperial.

Yours sincerely,

(Sgd.) E. T. BOARDMAN.

Again, Wake Up.

Alfred Moorhouse, F. I. A., actuary to the Friends Provident Institution, Bradford, Yorkshire, gives his impressions of the maritime provinces to W. Leonard Palmer, organizer of the British manufacturers Canadian tour, June and July, 1912:

In attempting to set down my impressions of the maritime provinces, I am at once brought up against the fact that our tour of that district was largely of the nature of a "flying trip." None the less, however, I gladly endeavor to set down in writing such of the outstanding features of those provinces as come to my remembrance.

Taking first what I may term the personal incidents of our tour, one cherishes very pleasant recollections of the warmth and kindliness of our reception at the various places we visited. This feature applies also to other parts of Canada, but I do not by any means forget those earlier evidences of this element in our tour.

That there are immense natural resources in the maritime provinces must impress the most casual observer, and he cannot fail to notice also how little these resources have been thus far developed. There are many thousands of acres of uncut timber on the surface, whilst below ground are untold supplies of coal, iron and other minerals in addition to very copious stores of natural gas.

The cities that have already been established have progressed "so far," but they do not show very rapid current development. Considering the somewhat slow rate of increase as compared with several of the cities of the western prairies, one is a little surprised to find the condition of the streets in the maritime provinces not better than it is. Indeed, considering the importance of the strategic position of some of these cities, one would have expected them to have evinced more "up-to-dateness" and general activity. Whilst commenting thus on these cities one remembers with a sigh of relief in comparison with the life of the prairie cities the absence in the maritime provinces of what savors very much of gambling in city lots and real estate that is so prevalent further west.

Special reference should be made to the natural gas wells that have been discovered a few miles from Moncton. The gas has already been laid on to that city and is used in connection with the plant for commercial and domestic purposes. The supply of gas appears to be very large and doubtless its use will be extended to other places.

Certain portions of the provinces are peculiarly adapted for fruit growing, the apple orchards of the Annapolis valley being known the world over.

At our various "receptions" reference was frequently made to the question of the loyalty of the people of these regions to the British crown. If one may believe all that was told us on this subject, it will be a long time before enthusiasm for the British Empire and its flag dies away in this portion of the king's dominions.

(Sgd.) ALFRED MOORHOUSE,

15, VII., 1912.

Urges Greater Publicity.

Geo. Mansfield, of Blundell-Spence & Co., Ltd., Hull, England, writes concerning the maritime provinces to W. Leonard Palmer, organizer of the recent tour of British manufacturers through Canada:

Dear Sir,—I see enormous possibilities in the maritime provinces and must confess to some little surprise that the advantages of that part of Canada are not more fully exploited.

Ports have always, I think, the best chances of development and the two fine harbors—Halifax and St. John—untroubled as they are by ice must have a great future before them.

I have been greatly struck with the many valuable assets these provinces possess. The coal fields in the north with the enormous steel works, the natural gas and oils near Moncton, the wonderful fruit-growing district of the Annapolis valley, the fruit lands and fisheries—all these should offer every inducement to settlers. Two further inducements should be the greater proximity to England and the much milder climate of the provinces.

I feel that settlers are wanted who will produce wealth from the land and the towns and manufacturers will naturally follow this movement and prosper accordingly.

Many factories might be advantageously established in these provinces and manufacturers who do not see their way to this might do well in keeping stocks in certain centres.

As the country develops, and provided the fullest advantages are obtained, the ports of Halifax and St. John should become the leading ports of Canada.

Yours truly,

(Sgd.) GEO. MANSFIELD.

Liverpool of Canada.

Major G. F. T. Leather, of Bolton, Northumberland, England, gives his opinions on the maritime provinces to W. Leonard Palmer, leader of the party of British manufacturers which toured throughout Canada this summer:

It has always been my opinion that the character of a people can be judged by the faces one meets in the streets. If this is true, then eastern Canada is certainly a happy country. Men, women and children all have happy and contented faces. Happiness can only be the result of congenial employment, good government, and above all perfect health. These eastern Canada supplies to perfection.

The rush to "get rich quick" so evident in the west, is more or less absent in the east. True, all are enthusiastic over the whole dominion, and are anxious to have their share in the good things that are going, but at the same time they have no intention of making themselves slaves to mammon, but are prepared, as they make money, to spend it wisely in home comforts and improvements. The result of this is that one frequently comes across homesteads that remind one of the old country. Mr. Osman's house near Moncton was a typical example of a beautiful country home.

So far as the towns and districts we passed through are concerned, Moncton, with its splendid supply of natural gas, is bound to become prominent as a manufacturing centre in the near future.

Halifax will shine more as a social centre, though I have heard a great commercial future prophesied for this town. Sydney I did not see, but from what I can gather, it will be the Pittsburg of the dominion, and let us hope will put even that prosperous town into the shade. The Annapolis Valley is surely the Land of the Lotus Eaters. A little more energy and capital would make this one of the most prosperous agricultural districts in the world.

St. John is speedily becoming the Liverpool of eastern Canada, and the fact that the port is open during the whole year, places it in a position to compete satisfactorily with Montreal, Quebec and other ports on the St. Lawrence. The prosperity of this city must be reflected on the surrounding country, and the beautiful St. John river valley ending in Fredericton, will share in this extended trade.

In conclusion, I consider that the whole of eastern Canada, on account of its situation half way between the Old Country and the booming west, is bound every year to become more prosperous.

(Sgd.) GERARD F. T. LEATHER.

Two Great Ports.

Mr. Bartholomew, of John Robson, Ltd., Shipley, England, writes concerning the prospects of the maritime provinces to Mr. W. Leonard Palmer, organizer of the recent tour of British Manufacturers and capitalists through the dominion.

In the course of this letter Mr. Bartholemew says:

I am exceedingly astonished that they, the maritime provinces, are not receiving a greater number of immigrants from the Old Country.

In my judgment that part of Canada offers quite as good, if not better, prospects of profit to the settler than does the west. For mixed farming I consider the country is especially suitable, besides having the tremendous advantage of being in easy touch with great centres like Halifax and St. John, destined, in my opinion, to be two of the greatest ports on the American continent.

Yours truly,

(Sgd.) W. BARTHOLEMEW.

Should Develop Rapidly.

Mr. J. H. Annandale, head of a large paper manufacturing concern in Scotland, tells Mr. W. Leonard Palmer of the London Financial News what he thinks of the prospects of the maritime provinces.

In the course of his letter Mr. Annandale says:

I have it clearly in my mind, after traversing the whole dominion that there is no part which can convey a more home-like idea to the British settler than the maritime provinces, and, therefore, they form a most desirable landing place for the immigrant from our shores.

I feel assured that in land cultivation, mixed farming, to which all our agricultural classes are accustomed, would make an easier and more successful venture to them than the wholesale wheat cultivation of the possibly richer western lands.

Of mineral riches there is no lack. Coal is plentiful and can be cheaply mined and conveyed, and that great and cheap source of power—natural gas—is evidently only wanting development to be a big factor.

Other features of the country appear to me to mark it as peculiarly fitted to the development of manufactures, and its numerous and unequalled shipping and railway facilities open it fully up to participation in a world's trade.

(Sgd.) JAS. H. ANNANDALE.

Will Recommend Them.

Mr. J. C. Burlingham, chairman of John Brinsmeads, Ltd., and other large companies.

Dear Mr. Palmer,—In reply to your request as to my impression of the maritime provinces, I can only say I consider that they have great commercial possibilities which merely require developing by means of commercial and agricultural ability, the provinces having harbors open all the year round, great natural resources and good climatic conditions.

I shall have no hesitation in strongly recommending the maritime provinces to friends at home.

(Sgd.) J. C. BURLINGHAM.

Greatly Impressed.

Mr. H. E. Barnacle, of Cornwall, England, is greatly impressed by the maritime provinces of the dominion. He writes to Mr. W. Leonard Palmer, organizer of the recent tour of British Manufacturers and capitalists throughout the country. In his letter Mr. Barnacle says:

I wish to convey to you my personal impressions of the maritime provinces of Canada which include Nova Scotia and New Brunswick, during the recent visit which I had the pleasure to pay.

My impression as a stranger from the Old Country is exceedingly favorable, and it is to be regretted that more of the Old Country people do not make themselves more familiarly acquainted with such favorable opportunities for employing their capital, and take a deeper interest in the welfare and growth of such places as we visited during the short time we were able to be in those provinces.

At Moncton we found natural gas, at Halifax and St. John considerable opportunities for harborage which should be much more largely taken advantage of, and the St. John river and valley from observation, appeared to be—both residentially and commercially—of great value.

So far as I am personally concerned, I shall certainly do all in my power to further the interests of this very sociable and English-like portion of the Canadian dominion by inducing friends of mine to do all in their power to help in forwarding the prosperity and enlarging the population of the districts which we visited.

I hope you will always endear yourself to the welfare of the maritime provinces as you showed by your zeal and energy when you were in our midst on the journey, and which I think was quite warranted, for they are well worthy of it.

(Sgd.) HENRY E. BARNACLE.

Prosperity Assured.

Mr. F. J. Hook, of Civers & Sons, Ltd., of Cambridge, England, writes concerning the maritime provinces to Mr. W. Leonard Palmer, organizer of the recent tour of British Manufacturers through Canada.

The prosperity of the maritime provinces, says Mr. Hook, is assured. With their ever open ports, mineral and timber wealth, and fertile lands, the most casual observer cannot but be impressed with the brilliant future prospects of this portion of the dominion.

To the investor, whether he be interested in manufacturing, mining, or agriculture these provinces offer a most attractive and what is more, an eminently safe field for his enterprise. Emigrants instead of hurrying westward will learn of the nearer and equally remunerative opportunity for employment, where living is cheaper and the climate less vigorous. In both respects, therefore,—labor and capital—the maritime provinces are justified in looking to the future with confidence and hope.

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FEAR BRITAIN WILL RETALIATE

Panama Canal Bill May End Arbitration Treaty With Americans

PACT EXPIRES SOON

Other Powers May Follow England in Rebuking Treaty Breakers—United States Senators Much Worried Over the Outlook.

Boston, Aug. 17—The Washington correspondent of the Boston Transcript sends the following:

Prominent senators are seriously alarmed to discover that our twenty-five arbitration treaties with nearly every civilized country in the world are seriously imperilled by our course on the Panama Canal bill.

To their surprise they discovered that our arbitration treaty with Great Britain, which figured so prominently in the senate debates on the no-toll question, will expire by limitation next April. In the face of our action disregarding the Hay-Pauncefote treaty as to the tolls and the general opinion that the senate will refuse to arbitrate that subject, there is a grave fear that Great Britain may finally decide to let the arbitration treaties lapse without renewal.

If our treaty of arbitration with Great Britain lapses, it is considered almost certain that similar treaties with the other nations will fail also. They were all entered into for a period of five years, and they are nearly all coterminous. Treaties of this sort are entered into between two nations only on the assumption that other nations will agree to similar treaties, and the termination of an arbitration agreement between two important nations tends heavily to break up the whole system.

How seriously Great Britain resents our course in regard to tolls is indicated already by her failure to accept our invitation to participate in the Panama Exposition. Senators this week were inclined to the opinion that a Democratic Administration, which they assume will be in power long before the canal is open, will have to grapple earnestly with this question. That administration, they say—and it is Republican senators who are now referred to—will have to do its utmost to continue its peace treaties. But what inducements this country will have to offer for continuing the treaties which we are, at the time of negotiations, in the very act of repudiating, is difficult to see.

"If Governor Wilson is elected," said a Republican senator, discussing the matter, "he will have his hands full with this matter. The arbitration system of the world is at stake and heaven knows what he will do about it."

The conclusion is inevitable that the senate took its position on the canal tolls without much regard for the international aspects of the treaties and the House naturally without any regard whatsoever. Prominent senators this afternoon were amazed to learn that there was any question of the arbitration treaties being at issue.

Even Mr. Lodge, who, while urging favors for American shipping in the form of refunded tolls, has earnestly urged upon the senate that straight-out free passage through the canal would mean a treaty violation and ought to mean a reference to the Hague, seemed to have forgotten that the treaty might come is on the point of expiring. The gravity of the situation, however, he realized at once, and conferred informally with Senator Root, who, as Secretary of State, negotiated all the arbitration treaties that we have. Mr. Root simply confirmed the facts without drawing any conclusions.

TOO SENSITIVE.

"There is absolutely no use to talk to me about woman suffrage."

"Really, old man, I cannot understand why you oppose it so strongly."

"Well, I'll tell you. I was in a clothing store last week looking at some neckties when a woman came in and told one of the clerks she wanted to buy a collar for her dog."—Judge.