

The Standard

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SAINT JOHN, TUESDAY MORNING, APRIL 4, 1911.

THE NEW BRUNSWICK COAL FIELDS.

The bill introduced by Hon. Mr. Hazen, "An act in further aid and development of the coal areas of the counties of Queens and Sunbury," is one of the most important bills that has come before the House this session. The coal areas of the two counties mentioned are the most extensive in the Province. Just how much coal lies below the surface in this locality has never been definitely ascertained, but it is estimated that there are at least 150,000,000 tons of coal in Queens and Sunbury. The coal is of excellent quality and one of the best, if not the best steam producing coal yet found in the Maritime Provinces.

Why this vast wealth has been allowed to remain undeveloped is difficult to explain. There have been many attempts made by different governments to increase the output of the mines, but it cannot be said that they were successful, and until a few years ago the coal which was brought to the St. John market from Grand Lake suffered so much in transportation that it was hardly saleable. It was handled so much between the mines and the consumer that it reached the market often reduced to slack and had to be sold at the lowest price. Better facilities for handling the fuel would long ago have given Grand Lake coal a much better reputation in the market.

In 1870 a company represented by the late Mr. Caleb W. Wetmore, obtained the lease of a large area of coal lands, and in 1871 a charter was obtained from the Legislature for the construction of the Central Railway from Fredericton to a point on the Intercolonial Railway, between Apohaig and Salisbury. Capital for the construction of the railway was lacking and nothing came of Mr. Wetmore's venture. In 1882 the Central Railway from Norton to Chipman received a charter, and the following year a contract for its construction was entered into between Dr. D. E. Bertram and the Provincial Government. This road was opened for traffic in 1890, but, unfortunately, it was of little use in developing the coal areas as it did not reach them.

In 1901 the Government of the day passed legislation to guarantee the interest on bonds to the extent of \$250,000 of any company which would construct a railway from Chipman to Gibson. The New Brunswick Coal and Railway Company was born out of this legislation. The \$250,000 as well as the Dominion subsidy were used in the construction of fifteen miles of railway from Chipman to Minto and of a number of sidings to different mines.

Not only did this large sum disappear, but, along with it, another \$250,000, in all \$500,000, and still there was no line to Gibson—all there was to show for it was the fifteen miles of railway from Chipman to Minto, the branch lines to the mines, and the Central Railway from Norton to Chipman, which has never paid operating expenses. The company which undertook the construction of the road and was to introduce modern methods of coal mining, disappeared in 1905 after an ignominious existence of four years, and the railroad became the property of the Province. The total amount expended by the Province on the Central Railway, including the original subsidy, has been \$1,061,014.73 to the close of 1909.

While the road has so far been a source of expense only to the Province, it has done something towards developing coal mining in New Brunswick, as is attested by the increased quantity of coal hauled over the line. The tonnage as given in the official reports is as follows:

Year	Tons
1903	315
1904	8,154
1905	18,318
1906	30,787
1907	32,442
1908	39,326
1909	33,358
1910	46,360

From this statement it will be seen that there has been a continuous growth in the number of tons of coal hauled over the railway, since it reached the mines, in every year but 1909. Last year the tonnage exceeded that of any year of the eight since the traffic commenced, and there is every reason to believe that there will be further increases as to consumers.

Mr. Hazen's proposal to guarantee the bonds of any company that will undertake the construction of a railway from Minto to Gibson, a distance of about 20 miles, to the extent of \$15,000 a mile is a much more businesslike proposition than that of 1901 as the company undertaking the construction of the railway must build and equip such a railway as will command a Dominion subsidy of \$6,400 a mile. It is not to be a cheap line with difficult grades, but a thoroughly well built railway. There is also a provision that the railway when built will be leased to the Canadian Pacific, and that the Province will receive 40 per cent. of the gross earnings which will be devoted to the payment of interest on the guaranteed bonds. The Canadian Pacific is also required to take 100,000 tons of coal mined along the line. This will not only furnish traffic for the new railway, but will at once double the present output of the mines—giving large employment and incidentally increasing the territorial revenue of the Province by \$10,000 annually.

In addition to this the company is to lease the New Brunswick Coal and Railway line and to pay the Province 50 per cent. of the net earnings. This is not expected to be very large, but the Province will be saved from possible deficits in the operation of the line and the cost of keeping the road in repair.

There can be no doubt that the Queens County coal areas are worth developing. That so much of the Province's money has been spent for the benefit of private individuals under guise of doing this is no reason why this great asset of the people should remain dormant. The building of a road from the mines to Fredericton opens up the whole Province to the coal mines of Queens, and furnishes them with a market practically without competition. At the present time their only market is St. John and here they have to compete with coal from all parts of Nova Scotia. Notwithstanding this, Grand Lake coal is being more largely consumed here than ever before, and this would indicate that there would be but little difficulty in

marketing another 100,000 tons in the towns of the Province rendered accessible by the new railway. The Canadian Pacific have given the coal a thorough test both on their locomotives and in their shops and they are satisfied that it is up to the requirements for both purposes. The same may be said of the tests made on the Intercolonial. They have been satisfactory and the bulk of the coal used on the locomotives between St. John and Moncton is Grand Lake coal.

EMPIRE BUILDING.

It is reasonable to expect that the concourse of nations which form the British Empire should be held together by the bonds of mutual knowledge, understanding and friendship; and among these bonds should be counted the thousands of letters which pass between the children of the Empire, through the Comrades' Correspondence Branch of the League of the Empire. Nearly ten years ago the idea was first started of bringing the children of the Overseas Dominions and the United Kingdom into touch with each other by letter writing. The scheme has grown and prospered, and through its agency over 20,000 comrades have been introduced to each other, most of whom keep up an active correspondence. Think what pleasure it must be to a boy or girl living on a lonely farm, or up-country station, to receive a letter from Britain, the land their parents speak of as "home"; a letter written by one like themselves, but living under other skies and other conditions. On the other hand, how interesting for a boy or girl, used perhaps to crowded London, to hear of real adventures in the backwoods, or on the prairies, from the actors in them, or of city life by southern seas.

Apart from the awakening of friendly interest and appreciation it was realized by the promoters of the scheme that it would be extremely valuable as an educational factor, and in conjunction with the Comrades' Correspondence Branch of the League there is a school-linking section. School teachers are its most enthusiastic supporters. They find that if the pupils have a personal connection with a school, perhaps of the same name, in a distant part of the Empire, it adds greatly to the interest of geography and history lessons. Nature study and kindred subjects are keenly taken up in friendly rivalry with the linked school.

This genuine appreciation is shown in such letters as the following, written by the head master of a school in Camberwell, London, to the Camberwell Board of Advice, Australia:—"It was a very pleasant thought on your part of yourself to send us greetings on Empire Day. In a short address by myself I mentioned that our friends at Camberwell, Australia, had already kept Empire Day, and remembered we would be doing likewise. I then said your letter; we cheered for all we were worth. You did not hear us, but no cheers that day were more sincere or enthusiastic than those given for you and the Southern Camberwellians. My exhibition of 'Products of the Empire' was seen by hundreds of the parents."

Though children are, of course, the principal factors in this scheme of world-wide correspondence, the wants of adults have not been neglected. Many teachers have found it useful to have a correspondent of similar tastes, with whom to exchange ideas and experiences. One adult comrade writes:—"Isn't it lovely just to be able to fill in a small form, and then get linked up to someone in a far country; almost as good as having telephones all over the world."

And another says:—"To belong to a friendly league is grand, but when it is a league of the Empire it's grander still." Families have sometimes been reunited by a chance linking of comrades. A child from New Zealand, who had asked for a comrade in her father's birthplace, says:—"Let me thank you very much indeed for what you have done for us. You have not only pleased us all, but you have given my father hopes of corresponding with his brother, perhaps of seeing him again. My comrade's father and my dad used to be playmates at school together, and they were neighbors. So you see by this how well I am pleased."

The subjects chosen by the correspondents are too numerous to mention; they range from astronomy, geography, history, to the collection of stamps. The writers themselves are of all ages and all classes of society; information may be obtained by writing to the honorary secretary of the League of Empire, Caxton Hall, Westminster.

AS TO "COMMON COLDS."

These are days in which most questions are reduced to an economic basis. The latest case in point is that of the affliction known as a "common cold." A committee of the Boston Chamber of Commerce has made a report showing that in that city "common colds" cause a loss among the working population averaging no less than \$22.17 for a period of six months. The committee was composed of physicians, and its calculations were based on definite returns received from 568 persons in a variety of occupations.

From these returns it is made to appear that in Boston—and the committee takes the view that Boston is not exceptional in this respect—merchants, on the average, lose ten days annually on account of colds, lawyers and motormen nine, educators seven, employees of merchants six, clergymen and postmen five, and dentists only two. It might appear from this that loss of time from colds is largely governed by what it means in loss of income, the merchant's business going on while he nurses a cold, but not so the dentist's—a conclusion which is not drawn in the committee's report, and which may serve as one more illustration of the great truth that all sorts of conclusions can be drawn from statistics.

Possibly the statistics of the Boston committee are not deserving of too serious consideration. Certainly the average loss of time from "common colds" is not usually as great as it would appear to be in Boston if the committee's figures are suffered in Boston from that cause. A conclusion of the report which is really worth noting is that "colds are not due to thin clothing, thin shoes or to drafts, but are due to a germ which is highly infectious, so that the same rules of sanitation and ventilation which are recommended for the treatment of tuberculosis are good for the prevention of 'colds.'"

Current Comment

(Vancouver Province.) An earnest of the feeling which exists in favor of church union in the Presbyterian, Methodist and Congregational denominations is given by the plan prepared to prevent overlapping in mission work. There seems very little doubt that the suggestions made by the committee will be adopted by the councils of the several churches and will be put into operation as speedily as possible.

(Ottawa Journal.) The old ballad may now be changed to fit modern conditions as follows:—

Marys Marys, from seas to prairies
How does your gift fund grow?

(Halifax Herald.) The very greatest of the moving influences in favor of reciprocity in the United States is the desire to prevent closer British union.

OBITUARY.

Charles London.

Charles London, a well known painter, died yesterday morning at his home, 22 St. Patrick street. He is survived by his wife, three sons and two daughters. The funeral will be held Wednesday afternoon from his late residence at 2:30 o'clock.

Mrs. Charlotte E. Melville.

Among the deaths announced yesterday is that of Mrs. Charlotte E. Melville, a former resident of St. John, but more recently living in British Columbia, whither she went within a year. Mrs. Melville had reached a venerable age and was in fair health until quite lately. Her son, P. A. Melville, now on the Boston Globe, was long connected with the press of this city.

James E. Moody.

James E. Moody died at Musquash on Sunday night at his home there. His death was very sudden, as he was as well as could be when retiring, but about midnight he was seized with a bad turn and expired without his loved ones having an opportunity to say goodby. He was well known and much respected. Mr. Moody, who was 54 years of age, was millwright for years with Messrs. Kain, Brown, and later was foreman with the Inglewood Company. He leaves besides his wife, two sons and two daughters—Mrs. Richard Quarterly, Mrs. John Cairns and Alfred E. all of Musquash and Leonard K. of Lepreau. He was a member of the Episcopal church, a life-long Orangeman, being past master of Guardian No. 6 L., and an Independent Forester. His funeral will take place on Wednesday afternoon at 2 o'clock under the auspices of the Orange order.

FUNERALS.

William E. Vroom.

Yesterday afternoon the remains of William E. Vroom were laid at rest in Fernhill. The large attendance showed how highly Mr. Vroom was esteemed by all. At 2:30 o'clock Rev. F. E. Bishop, conducted the funeral services at his late residence, Elliott Row. The members of St. James' choir were present, and assisted in the services. A. W. Peters, Judge Barker, R. Kellie Jones, J. R. Stone, Dr. A. E. McAvaney and Judge Tucker were the pallbearers. Many were the beautiful floral tributes received.

The Fire Underwriters at their meeting this morning adopted the following resolution of respect at the loss sustained in the death of Mr. Vroom:—"Resolved, That the New Brunswick Board of Fire Underwriters has heard with deep regret of the decease of Mr. William E. Vroom, senior partner of the firm of Vroom and Arnold, agents of the Connecticut Fire Insurance Company, and desirous to place on record its sense of the late Mr. Vroom's unfailing courtesy, and his strict integrity in all the relations of life, and to express the universal sympathy felt by the community with his widow and family in the loss of one who was not only an upright and honorable citizen, but a sincere and warm-hearted friend."

"A few days only have passed since Mr. Vroom, then apparently in his usual health, took part in the proceedings at the late meeting of the Board—which he was never again to attend. While he will be greatly missed from its future meetings he will not be forgotten."

Further Resolved, That a copy of this resolution be sent to Mrs. Vroom with the expression of the deep sympathy felt in her bereavement. Mrs. Vroom and her family have sustained."

Mrs. Martha A. Betz.

The funeral of Mrs. Martha Annie Betz, wife of J. C. Betz, took place yesterday afternoon at 2:30 from her late residence, 114 Winter street. The funeral services were conducted by Rev. R. A. Armstrong. Interment was in Fernhill.

LITERARY NOTE.

Mr. William Dean Howells has performed the feat of writing an exhaustive page review of a recent book, without mentioning its name or that of the author. In his Editor's Easy Chair in the April Harper's he tells of the unexpected avidity with which he read this book and confesses that despite his ripe age it gripped him from start to finish. "Interesting, interesting, interesting," is his verdict, and he goes on to affirm that it is not only curious but almost a new kind, a new departure in literature, "the first of a new brood of autobiographies, such as the world has never seen before."

Of certain remarkable letters in the volume he avers that their impression would have been a loss not only to economic history, but to literature, "such a loss in kind, though of course not in degree as literature would have suffered if Johnson's letter to Lord Chesterfield had been suppressed." Mr. Howells is doubtful of the propriety of printing the letters in question, not knowing that full permission was given the author to use them. But had he known, perhaps he could not have written with such gusto of a book which no one will fail to recognize as "Astr, a Publisher's Life Story" by John Adams Thayer. Recent events in the magazine world make this review a graceful tribute from editor to editor, for Mr. Thayer now of course controls the destinies of The Smart Set.

China Famine Fund.

Already reported	\$662.59
Per F. S. Purdy	25
A Friend	25
A Friend	56
Per Rev. Dr. Raymond	2.00
Mrs. J. B. Sowerby, Oak Bay Mills, N. B.	1.00
Rev. E. J. Grant	2.00
A. M. Sippell	6.00
Rev. Rev. Dr. Flinders	2.00
E. T. C. Knowles	1.00
A Friend	3.00
Mrs. R. Morton Smith	3.00
Per J. L. Thorne and Co.	10.00
A Charlotte St. merchant	10.00
Per Gray and Richey	2.00
A Friend	2.00
Per E. G. Nelson and Co.	25
A Friend	25
Per Macaulay Bros. and Co.	50
Per C. E. Institute	1.00
A Friend	1.00
Per Rev. David Lang	1.00
E. D. H. Phillips, Bath, N. B.	1.00

Total received to date, \$694.45
Already remitted, \$640.90
Remitted April 3rd, 52.55
\$694.45

Balance on hand, \$11.00

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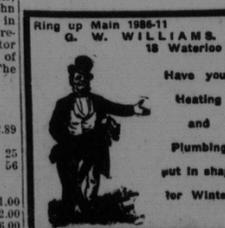
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CENSUS ENUMERATORS IN NEW BRUNSWICK.

New Brunswick census commissioners have been appointed as follows:—
Carleton County—W. S. Good, Jacksonville.
Charlotte County—C. N. Vroom, St. Stephen.
St. John County—S. J. W. Proulx, Gloucester County—J. B. Blanchard, Shippegan Island.
Kent County—John Fraser, Reston, and Camille Gauthreau, St. Paul.
Kings and Albert Counties—W. H. Culbert, Sussex, and F. O. Eva, Hillsboro.
Northumberland County—P. C. Johnson, Chatham, and A. M. Araneau, Rogersville.
Restigouche County—Ebenzer Me-

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Will have New Rooms.
The rooms in the Oddfellows' building which will be vacated by the Sloan and Peerless lodges, I. O. O. F., on May 1st, have been secured by the Independent Order of Foresters, and nearly all their courts have agreed to the lease. The Oddfellows go to the rooms on Charlotte street vacated by the Foresters.

Tug Boat Sold.
The tug Maggie M. was sold on Saturday by H. A. Mowry to the North Sydney Towboat Co. She will leave here some time this week.

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