

## The Railway Construction in and About The Capital of New Brunswick Spells Prosperity for St. John Valley District

**Offers Liberal Concessions to Manufacturers—Magnificent Water Powers to be Developed—Plentiful Supply of Efficient Labor—St. John Valley Affords Unrivalled Opportunities for Farming and Fruit Raising and Great Development is Anticipated.**

The Montreal Family Herald and Weekly Star recently sent a special commissioner to Fredericton and the report he sent to his paper of things as he found them follows:

Fredericton, N. B., Dec. 9.—A feeling of optimism almost amounting to exultation about the condition of mind in Fredericton, and all through the St. John Valley at the present time. This is among the best fruit and farming sections in Eastern Canada, and even now the people are well off if not wealthy. Indeed the Post Office and other savings banks in Fredericton are said to be the holdings of the farmers and others in this district. Yet for years they have been without adequate transportation. In some of the richest and most productive sections the farmers have had to use the primitive horse team and drive thirty miles or so to place their products within reach of the market, and to haul supplies. Now they see a new order of things. The St. John Valley Railway, from the Transcontinental at Grand Falls to St. John, not only opens up this magnificent farming land, but it gives the public what it is claimed will be the most beautiful scenic railway in Canada. The line follows the bank of the St. John river almost its entire length, and is practically in sight of that beautiful water course all the way. The river is, with the exception of the St. Lawrence, the largest water power on the Atlantic seaboard, and of its beauties the late Rev. DeW. Talmage said: "It is the Rhine and the Hudson commingled in one scene of beauty and grandeur."

The railway now being constructed involves an expenditure of some ten million dollars. It will be operated by the International. It is claimed that this line, when completed, will make the shortest haul between the seaboard and Montreal which could be obtained.

Another road now under construction is the Fredericton and Grand Lake Coal Railway, which goes through a fine farming country and connects Fredericton with Minto, thirty-three miles away, and opens up coal mines claimed to amount to at least a hundred million tons. The coal is declared by experts to be of superior quality, and the C. P. R. have contracted to take 30,000 tons of it per annum for ten years.

The Bothwell Mine at Minto has been operated now for some years, and coal from it has been put to severe test by the Intercolonial on their locomotives. This is one of the companies which has been handicapped for want of good railway facilities, but has now good connections and will have better with the completion of the present line. A Montreal group, by the way, are among the principal holders in this mine, the directors being Messrs. Robert Reford and W. I. "Sam" of Montreal, and H. C. Schofield, H. J. Evans, W. B. Evans and J. L. McAvity of St. John.

The railway development is especially important to Fredericton, the capital of the province, and this fact is thoroughly appreciated by the citizens.

**Liberal Concessions to Manufacturers.** "With the immense railway development that is being carried on in and about Fredericton, industrial expansion is inevitable," said His Worship Mayor Hooper. "During the past few months there has been a great awakening in New Brunswick and Fredericton, the capital city, is taking a prominent part."

"What is the present condition of your local industries?"

"Our many industries are enjoying great prosperity and two new industries are being built at the present time. "Are the prospects good for new industries?"

"There is room for many more, and the city is prepared to give liberal concessions to bona fide concerns."

"What are the concessions offered?"

"Under the statute of the Province, towns and cities are authorized to give any reasonable encouragement to coming industries. We will grant a free site, free water power, exemption from taxation for a period of years. Fredericton has a delightful climate and is renowned for its beauty. Cheap steam coal and cheap electric power are available at the present time and water power, which will be supplied at phenomenally low rates, will be here within a short time."

"Perhaps the greatest pride of Fredericton," continued His Worship, "is our admirable school system. Not only preparatory schools flourish, but provincial institutions located here rank among the best on the continent. The number of pupils this term is exceptionally large."

"What are the prospects for those who desire to become settlers in this neighborhood?"

"There are large agricultural possibilities in and about Fredericton, while the greatest agricultural exhibition east of Toronto is held every year. For the agriculturist, the manufacturer and everybody, Fredericton would make an ideal home and a hearty welcome to New Brunswick's beautiful capital awaits both the artisan and the man of money."

**Railway Development Means Much to City.**

"Fredericton will be ideally situated within a very few months, when the railway works now under construction will be completed," said Mr. John T. Jennings, President of the Fredericton Board of Trade. "The city will then be the most centrally located of any city in the province as a distributing centre. The city would be a fine situation for manufacturers because of the many railway radiating out from the capital as a pivotal point, and because of the competitive freight rates which we enjoy."

"The completion of the road from Grand Falls to Minto will bring the products of the Grand Lake mines to our doors at the greatly reduced cost, and will thus give us very much cheaper power. There is also in close proximity to the city valuable water powers now

in process of development that will furnish even cheaper power for manufacturing purposes."

"The completion of the St. John Valley Railway and the branch of the Grand Trunk Pacific from Nappadogan to Fredericton will place most valuable areas of hardwood within easy reach of the city. This class of wood, such as birch, etc., is now in great demand by the manufacturers of Canada. There are large opportunities for the development of this trade, but if capitalists will assist us in the manufacture of these resources at our doors, the profits that will accrue will be increased many times over what would be the case with marketing simply the raw material. There are good opportunities for the establishment of many manufacturers which can handle the products of our section."

"Fredericton's filtration system, one of the few in Canada, is thoroughly up-to-date, and the city offers an admirable place of residence for both the artisan and the man of means."

"What are the prospects for those who might wish to engage in fruit farming?"

"Already many fruit farms have been established, within a reasonable distance of the city, which are producing today apples of exceptional quality. There is greater opportunity for more extensive fruit farming and the St. John Valley offers excellent conditions for any one interested in fruit culture."

**Opportunities for the Manufacturer.**

Mr. J. D. Palmer, President of the Harrit Boot and Shoe Co., speaking of the possibilities and progress of the community, from the point of view of an employer, said: "Fredericton is well situated in this respect, that it has a large and intelligent population to draw from out of which it can make the very highest class of skilled help. On account of the splendid educational facilities that the people enjoy, naturally the standard of those engaged in the different industries is very high and should compare very favorably with any manufacturing centre in Canada."

"Fredericton offers exceptional opportunities for the manufacture of any of the following lines: Automobiles, Boots and Shoes, Biscuits, Bottles, Clothing, Furniture, Wooden Goods, Shirts and Collars, Pulp and Paper, Leather, Laces, Flour, Groceries, Cotton, Pottery, Rubber, and Felt Goods, Steel Castings, Tiles and Woodware, and for the establishment of Cannery Factories, Pickling Factories, Pork Packing Plant, Canning Factories, etc."

"These are but a few of the countless opportunities which Fredericton offers. The capitalist or manufacturer looking for an ideal city to establish a factory cannot afford to overlook the advantages of New Brunswick's capital, but should come and assist in the making of a new Fredericton."

"In addition to the construction of railways and the advancement of other projects, there are numerous other signs that Fredericton is going ahead at a rapid pace."

"During the past few years the St. John River has become filled up so that coal barges and other vessels encountered considerable difficulty. The present Federal administration took the matter up on representations from the City Council with the result that provision was made in the estimates for the removal of 200,000 cubic yards of mud in front of the wharves and on the channels as far as Morrisville mill, a short distance below Fredericton. Five powerful dredges performed the work and as a result the river is now navigable for the larger seagoing vessels."

**Great Waterpowers to be Developed.**

Mr. George M. McDade, the city's Publicity Commissioner, gave some interesting facts as to the prospects of new industries in and about New Brunswick's capital.

"The largest of our prospective water powers," he said, "is that of Grand Falls, likely to be developed at once. For some time past two companies were contending and this delayed development, but lately these forces have come together and a new company—The Grand Falls Co., Limited—has been formed. This company has absorbed the old companies, and plans are now being prepared for one of the largest pulp and paper plants in Canada. The power will, however, greatly exceed the requirements of the proposed mill, and the surplus will be available for the stimulation of industries at Fredericton and points along the river. Sir William Van Horn, president of the new company, is associated with shareholders of wealth, and about eight million dollars will be spent in the power development."

"The company will have a large quantity of logs which would be more profitable cut into lumber, and it is understood that they will also operate a large saw mill and use all the waste in the manufacture of paper. New Brunswick is annually allowing its trimmings, sawdust, slabs and edgings to go to waste, while this would be a source of wealth if utilized as it should be. Experience of pulp makers on this continent has shown that the sappy portion of the logs, which is thrown away in the shape of waste makes the finest and toughest paper when the sulphite process is used."

"Then, for some time past, leading gentlemen in this community have believed that there were great power possibilities at Meductic, P. M., about forty miles above the city. Last winter a group of gentlemen asked for and received a charter to develop this power. Surveys have already been made and tentative plans prepared. An eminent civil engineer, an expert in hydraulics, visited the scene of the proposed dam and was much impressed with the outlook. The plans now being prepared are for the development of the thousand horse power, which will be marketed along the St. John River Valley, and on

mills and other factories. At the last named place is one of the largest cotton mills in Canada. Among our industries which are thriving and steadily enlarging their capacity are those making boots and shoes, cottons, peas, staves and lumbermen's supplies, canoes, wagon works, monumental works, machine shops, foundry, brick and tile, tannery and larrigans, farm wagons, carriages, woodwork, etc."

"What special openings are there for new industries?"

"We think there are opportunities here for various industries to be established and can see no reason why they cannot meet with as much success as our present concerns have encountered. So far as we are concerned we market our goods from the Atlantic to the Pacific and find no difficulty in doing so. The transportation facilities are good and the city enjoys competitive freight rates, over rates to the Pacific Coast comparing very favorably with any of the larger eastern centres of Canada."

"While it will be but a matter of a few months before the natural water powers of the St. John river will be developed, Fredericton's near location to the Queens County coal areas makes it possible to produce power, even in individual cases, at minimum of cost. And from Fredericton's near

location to the winter port of St. John, goods from any country can be assembled here to advantage. This places Fredericton in a very enviable position both for import and export business. Notably, if a tannery was established here, the raw product could be landed cheaper than at any other place in Canada where a tannery is now located. There are many excellent local sites, where a tannery, producing the very highest quality of leather, could be established."

**The Cost of Living.**

"How does the cost of living compare with the earning capacity of the working people?"

"The low cost of living makes Fredericton an ideal home, particularly for the artisan. A workman's house can be rented at as low as six dollars a month. The various commodities can be secured at reasonable prices. The city also enjoys a free public market, where the consumer may buy direct from the producer."

"In speaking of prospective power," continued Mr. McDade, "I should say that The Eel River Light, Heat and

Power Company is another concern which has strong financial backing, and plans to supply cheap power. Their location is on Eel River composed of seven large lakes and what is called the deadwater, giving a possible head of seventy feet."

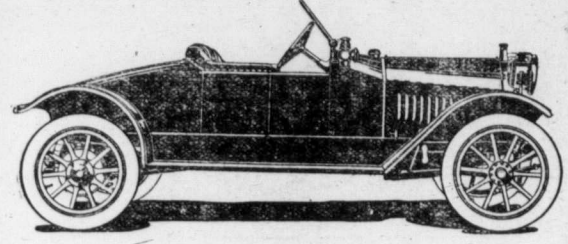
"In addition to the money now being expended in this neighborhood for railway development, other large sums are to be put out at once. The Federal Government will erect a post-office at a cost of \$300,000; an armory to cost \$25,000; improved officers' quarters, \$3,000; a New Brunswick experimental farm, \$75,000. Then the City Council are to build a new fire station to cost \$15,000. There are large new tanneries and larrigan factories going up. The Partington Pulp and Paper Co. have recently acquired the Gibson lumber lands and plan exceedingly large development. At Maryville, this company will erect an immense pulp and paper mill. At Nashwaakia, directly opposite the city, has lately been established a fine saw mill."

Mr. J. W. McCready, the Fredericton City Clerk, expressed his great pleasure at the crusade being carried on by the Family Herald. The papers representative, by the way, was shown some illustrated booklet, pointing out the advantages of the city and province, and they are among

the most attractive publications of the kind yet gotten out in Canada. It is his opinion that there is a good opening for all industries which can manufacture hard wood of which there is an abundant and excellent supply at their door and unexcelled facilities for shipment."

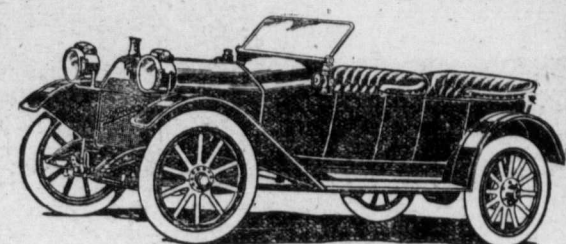
"I think, however, that it is to the development of our surrounding farm lands that we must look for the great growth of the future. There is no question as to the fertility of the soil, and splendid results are now being obtained in orcharding, one of the most remunerative kinds of farming, for which this valley is especially suited. I need hardly tell you that the building of the St. John Valley Railway opens up this country as it never was before, and we may reasonably expect a great influx of settlers. There is no part of North America, East or West, which offers better openings for the farmer or fruit grower than this valley. With all the comforts of civilization, with cultivated and hospitable neighbors, with salubrious climate, with railways radiating in every direction, with the loss of a crop practically unknown, and farm lands of the best to be had at far more moderate prices than similarly situated lands in the West or the United States, show me a better place. We who have lived here all our lives know whereof we speak."

As in its first year so in this—absolutely unique and alone



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Hupmobile "32" Touring Car

# Hupmobile

Specification "32" Touring Car and "32" Roadster

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Good cars galore, for 1913, at a low price.

But still, as of old, your eye hunts out the Hupmobile in a motor-crowded street.

Still, as of old, in action or repose, it looms head and shoulders above 'the common herd' of cars.

Just as distinct, just as different, just as dominant today as tho' a dozen other cars of like price did not exist.

Go to your dealer tomorrow and he will show you why.

**How to judge the true value of the Hupmobile**

Go to your dealer tomorrow and you will see the latest Hupmobile model standing on the salesroom floor—handsome in its finish of royal black and ready for the road with every equipment necessary for driving in ratio to the bore as 1.7 is to 1; the mean average comfort.

But—we ask you not to let your first favorable impression end with your admiration of the graceful design, the low strong lines, the deep, comfortable upholstery of the long-stroke Hupmobile.

We want you to go deeper into this car—to examine its motor, its transmission and its axle construction; for your good opinion of the car will surely increase in proportion to the care with which you study its parts.

**Hupmobile predominant in its pulling power**

First, last and all time let us emphasize the pulling power of this extraordinary car.

For a motor car's ability to get over the road—to make the grades—to haul the load—is truthfully defined by its pulling power and by nothing else.

These are the requisites you want in a motor car—in addition to style, comfort and economy, all of which the long-stroke Hupmobile "32" possesses in a high degree.

**Pulling power depends upon six important factors**

First—Relation of piston stroke to cylinder bore. Second—Design of the motor. Third—Efficiency of the carburetor. Fourth—Simplicity of the chassis construction. Fifth—Degree to which friction is reduced. Sixth—Weight of the car.

**How the Hupmobile gets its pulling power**

First—The stroke is neither too long nor too short but in ratio to the bore as 1.7 is to 1; the mean average most widely established in European practice.

Second—The cylinders of the motor are cast en bloc; the valves at the side protected from dust and dirt.—Three liberal crankshaft bearings are provided to preclude the possibility of undue strain in that important part.

Third—The carburetor is absolutely automatic, insuring correct mixture at all speeds and under all loads without adjustment.

Fourth—The chassis is clean of every complication. The motor, clutch and transmission are a compact, weight-saving unit, permanently aligned and dispensing with shaft and universal joint between clutch and transmission.

**Hupmobile parts pass through one thousand pairs of hands**

From the sculptors in sand who mold the crank-cases and cylinders to the expert packers who load the cars on the shipping platform destined for all parts of the globe, Hupmobile parts pass through a thousand pairs of hands.

This means that every stage of Hupmobile construction is under the most expert and scrupulous surveillance. It means mechanical skill as highly developed and as highly paid as that used in plants producing only cars of the highest price.

**Is there any more to be said?**

No—not very much.

If you will let our dealer drive you in this car and see its motor triumph over sand and mud that would stall a car of ordinary bore and stroke, you'll need no further demonstration.

In its first year, so in this—the Hupmobile stands absolutely unique and alone in its price class.

**Hupp Motor Car Co., Windsor Ont.**

Hupmobile "32" Roadster, Fully Equipped, \$1150. F. O. B. Windsor

Chassis and specifications same as Touring Car. Large turtle back dust proof compartment for extra accessories, tires and baggage.

Hupmobile "32" Delivery, Fully Equipped, \$1125. F. O. B. Windsor

Chassis same as Touring Car	Chassis and body painted black, high-class finish	Oil side and tail lamps.
Enclosed Panel Body	2 Piece Windshield	Quick Detachable Rims
2-Cushioned lazy-back seats	Prest-o-lite Tank	Tools—horn
Carrying capacity 800 lbs.	Gas Headlights	Trimming black and nickel

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