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A New Real Estate List.

17. A farm of 185 acres, 65 acres cleared, 12 acres cut ready to clear, on C. P. R. and St. John River with in 1 mile of Station, Office and School and Church. Almost new two-story house on stone wall with cellar. Two barns with plenty of outbuildings. Excellent running water supply. A pleasant home on easy terms.

19. A farm of 120 acres all cleared and under good state of cultivation. Good never-failing water supply. New, well-painted house. A new barn 35x40 with shed; a barn 28x40 with shed and barn 25x30. Newwoodshed carriage house and hog-pen. A small orchard, school on the farm, church and post office at the door, station 1/2 mile away. Will be sold on easy terms.

20. A farm of 300 acres on St. Joan River, half-mile from station; 150 acres cleared, balance with plenty of lumber. A newly finished house and new basement; barn with two other barns and stable; spring water at the door. School and Church within 1/2 mile. Must be sold for cash.

21. A farm of 200 acres, 120 acres cleared, eight miles from Hartland. 80 acres of mixed hardwood and timber. A new house 20x28, all 13x20, two story finished and painted throughout. Woodshed connected, 20x30. Two barns, 30x40 each, connected by shed 20x40. Granary, hog-house, etc. Easy terms for quick sale.

22. A snug little farm of 86 acres, 55 cleared, two miles from Hartland, with good 1 1/2 story house with all wood-shed attached. Two barns with two good wells. Good orchard of about 100 trees. A level farm almost free of stone and a pleasant home. To clear will be sold at a bargain.

23. Good farm of 165 acres, 140 cleared and under good cultivation, well fenced and well watered. Plenty of wood and lumber. Three good barns 30x40 with good stables and other outbuildings. Good 10 room house, mills, school, church and post office within 1/2 mile. An easy down grade 3 turn road to market. Sold for part cash and easy terms on the balance.

24. A farm of 220 acres, 160 cleared, balance mixed hardwood and lumber. A good level farm in good state of cultivation; 4 barns, hogpen, granary, etc. House 1 1/2 story with 11 rooms, good cellar, orchard, water at the door, 3/4 mile from Hartland. Telephone in the house. Post office and school nearby. A pleasant home and a good farm cheap.

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HARTLAND FOR

should be

have

1.

Speech by F. B. Carvell, M. P.

From the Hansard of Dec. 12, we reprint the speech of Mr. Carvell on the question of the I. C. R. extension.

Mr. F. B. CARVELL (Carleton, N. B.) I have no knowledge of the local conditions sought to be remedied by the mover of this resolution, the hon. member for North Cape Breton (Mr. McKenzie), and I will not take up the time of the House for more than a few minutes in speaking of the principles on which to my mind this matter should be decided. I discussed this question at some length last year, at the time the resolution moved by the hon. member for Hants (Mr. Black), in favour of the Intercolonial railway being handed over to one of the great companies was under discussion. There is no portion of the Intercolonial railway in my constituency, and therefore I have no personal interest in the question. But, living as I do in the maritime provinces, and knowing something of the business interests there, I think I am in a position to form an idea of what the wishes of the people are. I agree with the hon. member for Richmond (Mr. Kyte) in the statement that either the Intercolonial which it occupies, or it should be handed over to one of the great companies; and had I been in a position to have decided this question forty years ago, with the knowledge we have at the present time, I am very doubtful whether I would have been in favor of a government owned railway. I do not believe in government ownership of anything if you can have company ownership; but we must not forget that confederation could only have been brought about by the promise to build the Intercolonial railway. That was a compact entered into and carried out and it must be continued. My hon. friend from Hants says that he believes that if a poll of the members from Nova Scotia were taken, a majority would vote in favour of disposing of the road to one of the great companies. I think he will take good care not to take the poll; but, if he does, I very much doubt that he will find the members from Nova Scotia voting as he thinks they will. I can assure him, so far as the members from New Brunswick are concerned, that every one of them would vote in favour of continuing the Intercolonial as a government road, only they would desire it to be made a better road to serve the people than it is at the present time. I do not believe that any public utility can be operated as cheaply by a government as by a company. But he must remember that while it costs more to operate a government owned utility, yet in ninety-nine cases out of one hundred it will give us better service than a company owned utility. When our hon. friends from Nova Scotia talk about disposing of the Intercolonial, I am afraid they do not understand the conditions existing on company-owned roads. I am safe in saying that the Intercolonial railway affords double or treble the accommodation that is afforded by company-owned roads. It gives us express trains where company-owned roads would not give us accommodation trains. When the hon. member for Westmorland was Minister of Railways in 1906, he placed before this House a comparative statement of the rates charged on the Intercolonial railway at that time, and I understand they are the same to-day, as compared with those charged by company-owned roads, and this statement shows that in every case the former were from thirty-five to forty per cent less for equal distances.

Mr. BLACK. The rates on the main lines are the same.

Mr. CARVELL. My hon. friend will find that they are from twenty-five to thirty-five per cent less on the Intercolonial railway than on the Canadian Pacific railway. I would rather my hon. friend gave the details. However, some hon. gentlemen during this debate may have an opportunity to give them. My hon. friend from Hants (Mr. Black) says that these companies will go on and build hotels and develop the Intercolonial railway. Well, why does the Canadian Pacific railway not build hotels? They own some 8,000 or 10,000 miles of road in Canada.

Mr. TALBOT. Are they not building any hotels?

Mr. CARVELL. Well, they have a few eating houses along their road. There is a hotel at St. Andrews which they did not build, but was built by another company, and which they took over.

Mr. TALBOT. What about the Chateau Frontenac?

Mr. CARVELL. That is a splendid hotel, one of the finest in Canada, and the Canadian Pacific railway have another in Winnipeg, but there are a thousand miles between Winnipeg and the Chateau Frontenac.

What other hotels have they

got? They have the Place Viger, but it is a railway station. Have they any in New Brunswick? Not one except the Algonquin hotel at St. Andrews, which is owned by gentlemen close to the Canadian Pacific railway.

Mr. TALBOT. And the Alexandra at Winnipeg.

Mr. CARVELL. Yes, but that is a thousand miles from Chateau Frontenac, and they have no other hotel except the Place Viger, between those two points. Let me tell my hon. friend that the number of hotels the Canadian Pacific railway have built do not go very far towards building up a country. If my hon. friends lived along a company owned road, as I do, they would soon see the fallacy of their argument. The Canadian Pacific railway is, in my opinion, the finest railway organization in Canada at any rate, but that company is working for the interests of its shareholders, and is taking out of the people every dollar it can without falling foul of the Railway Commission, and will continue to do so. Any other public utility company will do the same thing. These companies are not philanthropists working for the common good but are working for themselves; and if my hon. friend from Hants (Mr. Black) had five years experience of Canadian Pacific railway ownership, he would not be so much in favour of their getting the Intercolonial railway as he is this afternoon. What I contend is that the Intercolonial railway should continue to be a government operated road. That, I believe, to be in the interests of the people of eastern Canada. I know that we are getting cheaper freight rates than we would from a private company. My hon. friend from Assiniboia (Mr. Turritt) says that we have no business to get these cheaper rates. Well, I only reiterate the oft repeated assertion that we have spent a hundred million dollars on our canals from which we do not receive a cent of revenue and are spending a million dollars and more per year on them for maintenance, and we hear of no public outcry against that expenditure. I say that the people of the maritime provinces and the province of Quebec are entitled to what they are getting as part of the confederation compact.

If it be a proper principle to maintain the Intercolonial railway as a government road, then the resolution of my hon. friend from North Cape Breton (Mr. McKenzie) is perfectly in order. The board or commission which is managing this railway ought, not only from the point of view of good business, but also because they owe it to the people of Canada, to develop the territory served by the Intercolonial railway and make it what it ought to be. The Intercolonial railway is not pushing out for business and I quite understand why. Every time it requires a siding, it has to come to parliament for authority. What we ought to do is put the road on the same basis as a company owned road and get rid of red tape. Let us put the Intercolonial railway on a business basis, let us see that it is run from the operation standpoint just as a stock company road is run. If it be necessary to put in a siding or build a branch line let the board have the authority to do that without coming each time to parliament. There is no reason why this country should not be willing to spend \$20,000,000 on branch lines in the eastern provinces just as it is willing to spend \$20,000,000 to deepen the Welland canal. I am prepared to vote for that, but I equally want my friends from the other provinces to vote to build branch lines wherever necessary along the line of the International railway.

Then, we have the principle, which my hon. friend has been so ably advocating, for years and which the government adopted last year, namely, the acquisition of branch lines. The same condition exists in eastern Canada to-day with regard to branch lines that existed in Ontario and Quebec some 20, 30 or 40 years ago. In Ontario and Quebec, some 25 or 30 years ago, there were many branch lines built by independent companies, the majority of which no doubt received government assistance, but which were afterwards found not to be remunerative to those who invested money in them. What was true in Ontario and Quebec at that time is true now in the maritime provinces. In order to make these branch lines a success it was found necessary in the upper provinces to amalgamate them with the big trunk lines. They then became feeders of the Grand Trunk railway and the Canadian Pacific railway and became profitable, which never would have been the case had they remained independent. If it is necessary for the Grand Trunk railway and the Canadian Pacific railway to acquire branch lines by purchase or by lease or by construction it is just as necessary for the Intercolonial railway. I understand that the government have gone so far as

to say that they will lease the branch lines. What I contend is that if it be necessary to get a branch line into a fertile or productive territory, or even into a territory not so fertile or productive, the government should buy it if they cannot lease it, and in this way bring the prosperity to the people of that territory to which they are entitled. Go down into the maritime provinces to-day and investigate the condition under which some of those branch lines are operating and you will see that it is impossible for them to make any money. They have to run under separate business management they have not the necessary rolling stock, and they cannot get the business. That is looking at the thing from a railway standpoint. But look at it from the standpoint of the shipper, and you will find that he is compelled to pay practically two prices for his transportation, whereas if these branch lines were incorporated with the Intercolonial railway, he would get the one through rate, and that through rate would not vary, to any appreciable extent, from the rate on the main line, because a distance of a few miles does not make very much difference in his transportation, by rail. If the government cannot lease these branch lines let them buy them, but get them in some way. Then if there are not branch lines into a territory, the government should build these branches wherever there are people who require them and business to be developed. If the government will adopt that policy I have no hesitation in saying that the maritime provinces and eastern Quebec will prosper to an extent they have never yet succeeded in doing. We have business there in large quantities; we have many places lying dormant for lack of railway facilities. I believe such to be the case in some parts of Cape Breton. If so, it is the duty of the government to build branch lines wherever necessary and give those people the transportation facilities to which they are entitled.

ALLOTMENT OF REWARDS FOR THE ARRANGEMENT OF COMPETITIONS, INSPECTIONS AND MILITARY DRILL AND RIFLE SHOOTING FOR 1910-11 (Strathcona Trust)

From Royal Gazette.

Resolved, that the two hundred and forty-five dollars for Military Drill for 1910-1911 be allotted as follows:

(a) Seventy-five dollars to be divided equally per cadet amongst the rank and file of cadet corps which pass a satisfactory examination. The Cadets under the supervision of the Cadet Instructor to decide how this money shall be expended.

(b) One hundred and seventy dollars in prizes to the five best Cadet Corps, as follows: First prize, fifty dollars; second, forty-five dollars; third, thirty-five dollars; fourth, twenty-five dollars; fifth, fifteen dollars. Each prize to be allotted as follows: Cadet Instructor, one-half; Cadet Captain one-sixth; each of the two Lieutenants, one-twelfth; each of four Cadet Sergeants, one-twenty-fourth.

Resolved, that the percentage of marks to be allotted at inspection should be as follows:

Company drill 35 p.c.
Extended order 30 p.c.
Discipline, cleanliness, care of arms and accoutrements ... 20 p.c.
Scouting 15 p.c.
Fifty per cent. to be allotted while the Cadet Corps is under the command of the Cadet Instructor, and fifty per cent. while under command of the Cadet Officers and non-commissioned officers.

Resolved, that the Chairman and Secretary should prepare a scheme arranging competition in rifle shooting 1910-1911.

Resolved, that the whole of the grant for 1909-10 could be usefully expended, and request be made of the Executive Council for the same to be disposed of in the future in terms of the Trust as per Proceedings of the Executive Council, para. 8, April 8, 1910.

Resolved, that in absence of the Chairman the Chief Superintendent should act as such.

Resolved, that all monies received be deposited in Savings Bank and drawn only by check signed by Secretary and countersigned by the Chairman.

(Sgd.) F. A. GOOD, Captain, Secretary Local Committee for New Brunswick, Strathcona Trust.

The quicker a cold is gotten rid of the less the danger from pneumonia and other serious diseases. Mr. B. W. L. Hall, of Waverly, Va., says: "I firmly believe Chamberlain's Cough Remedy to be absolutely the best preparation on the market for colds. I have recommended it to my friends and they all agree with me." For sale by all dealers.

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I can sell you a good one at a reasonable price. Having a carload of the most popular styles, I am in a position to satisfy all who are in need of a first class job.

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