

Fredericton As a Distributing Centre Has Many Advantages And The Construction of New Railways Will Make it a Leader For Reaching All Sections of New Brunswick And The East

Most Places Feel they are Lucky when they Get One New Railway, But Fredericton Has Several New Ones Coming--Will Have Grand Trunk Pacific and C. P. R. Transcontinental Lines Passing Through it in a Short Time--Construction of the Gibson & Minto Railway Puts Fredericton Within 30 Miles of the Rapidly Developing Grand Lake District and the Country Round About

That a new railway serves to enhance the possibilities of any centre to a very large extent has been proven by experience. And the town or city that can secure three new railways is exceptionally fortunate. But that is exactly what Fredericton can boast of to the outside world.

The new railways that are coming to Fredericton are the St. John Valley, Grand Trunk Pacific and the Fredericton and Grand Lake lines, while the Canadian Pacific and the Intercolonial systems give Fredericton a good service at the present time. Phenomenal development has characterized the past six months. On every side of Fredericton active railway construction is being carried on, and vast sums of money are being expended. Fredericton will soon be admirably situated as the distributing centre of New Brunswick. Yet the future seems to have still greater things in store for Fredericton as a railway centre. The Canadian Pacific Railway seem anxious to secure the shortest possible route between Montreal and Halifax and the proposed Harvey to Fredericton line, surveys of which have already been made, is very likely to materialize when the plans of the company mature. This would place Fredericton on the C. P. R. main line and would to an inestimable degree advance our possibilities, which already loom large.

The St. John Valley Railway.

The St. John Valley Railway, the largest project of those under construction, will have the greatest significance on the advancement of Fredericton. This line will run from Grand Falls to St. John and active construction is now being carried on, about 1500 men being employed in the vicinity of Fredericton. In addition to providing railway facilities to the famous St. John River Valley, the new railway becomes of national importance in that it will provide the shortest haul to the Atlantic seaboard. The Valley line will have connection with the Grand Trunk Pacific system at Grand Falls and at Fredericton the traffic of the Transcontinental Railway for the port of St. John being handled via the St. John River Valley. A magnificent agricultural territory will be opened up by the new railway and farmers will be assured of getting their produce to market without any delay. The Valley Railway will bring an increased business to the merchants of Fredericton and should prove a powerful factor in the development of the entire western portion of New Brunswick. The Provincial Government has guaranteed the bonds of the St. John and Quebec Railway Company, who are building the railway, and when completed the road will be leased to and operated by the Canadian Government Railways Managing Board as part of the Intercolonial system.

Prediction has been made that the Valley route must soon become the New Brunswick portion of another Transcontinental Railway looking for the shortest haul to the Atlantic seaboard.

Fredericton & Grand Lake Railway.

The Fredericton and Grand Lake Railway, now in course of construction, will also play an important part in Fredericton's prosperity. While the principal object of the construction of this railway is the development of the Grand Lake coal areas, its operation will develop a splendid agricultural territory and will also make Fredericton the jobbing centre of a large district, which trade now finds its way to St. John. As a result of the building of this line of railway coal of superior quality will be afforded Fredericton for manufacturing and household purposes at minimum cost. Investigation has shown that there are extensive deposits of fire clay in the neighborhood of Minto and the new railway will systematically develop these deposits.

Extending from Minto to Norton on the Intercolonial Railway, a distance of 58 miles, is the New Brunswick Railway, owned by the Province. This line, as well as the Fredericton and Grand Lake Railway, will be leased

to and operated by the Canadian Pacific Railway, who plan to divert the traffic of the territory, now served by the New Brunswick Railway, to the route via Fredericton. This it will be seen that Fredericton will become the distributing centre for the entire distance. It is approximately estimated that the quantity of coal in the mines of the Fredericton and Grand Lake Coal and Railway Company is about 100,000,000 tons, but the general impression is that the actual coal deposits are considerably in excess of that amount. Experts have declared the coal to be of a superior quality and this fact is borne out by the action of the Canadian Pacific Railway Company in contracting to use 50,000 tons of screen coal per annum from these mines for a period of ten years.

Two Transcontinental Lines Coming.

The Grand Trunk Pacific Railway have made the authoritative announcement that a branch line will be constructed from Napadogan to Fredericton. Through the construction of this line the traffic of the

new national railway can be taken to the port of St. John via the St. John Valley Railway, it being a much shorter distance by far to St. John via this route than to Halifax via Moncton.

A short prayer from the heart is more effective than a long one from the lips.

Some things are never important to others until they happen to them.

Want Revision of Woman's Trial

Paris, Dec. 14.—An effort to obtain the revision of the trial of Madame Lefarge, a young and beautiful society woman, who was sentenced to imprisonment for life in 1849 for the murder of her husband by poisoning him with arsenic, is to be made by a powerful committee of scientific men, writers and politicians, which has just been formed.

The case of Madame Lefarge was very similar to that of Mrs. Maybrick. It caused a great sensation at the time. The conviction was due principally to the evidence of the great chemist Mathieu Orfila, who swore to the presence of arsenic in the dead man's body. Another leading scientist of the period, Francois Raspail,

hastened to the scene of the trial in order to declare to the jury Orfila's evidence was insufficient, as arsenic was present in all bodies, but he arrived too late.

Raspail's contention is supported to some extent by later experiments carried out by Armand Gautier and Prof. Gabriel Bertrand has just concluded a series of studies showing incontrovertibly that arsenic exists in a general way in every living organism, and, further, that the methods hitherto employed to test the presence of arsenic in bodies had the effect of introducing arsenic into those bodies.

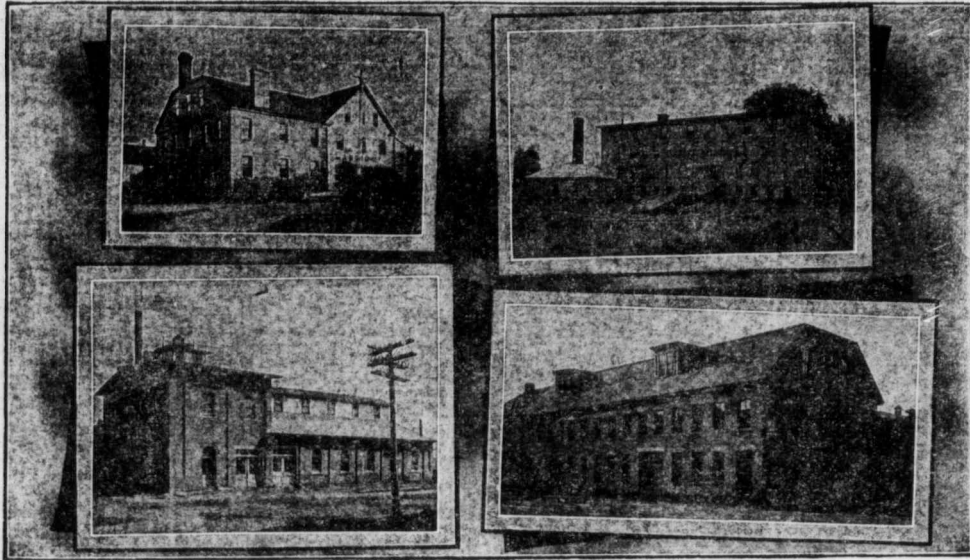
Madame Lefarge died in 1855 two years after she had been pardoned by Napoleon III.

In most of the regiments in the Serbian Army the drums are not carried by the men who play on them, but are placed upon small two-wheeled carts drawn by large dogs which have been trained to keep their places through the most tedious marches. Each drummer takes a position behind a cart and performs on the instrument as it moves along.

In Coventry, Eng., the garbage is burned, the heat generates steam which runs an electric light plant, and the ashes are made into serviceable paving blocks.

Platonic friendship is seldom practical on a girl who has money.

Isaac Stout and Chester Harman of Kennett, Penn., township, while passing through a covered bridge at night, were knocked down by an unidentified man, after which all concerned fled. It has since been learned that the assailant of the two men was another resident of that neighborhood, who was returning home and, believing that Etoult and Harman were highwaymen awaiting his arrival on the dark bridge, knocked them down and fled. The men so roughly handled fled because they also believed that their assailant was a highwayman.



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