EARNINGS FROM -

Increase.. 311,918

BRUNSWICK COAL AND

Freight. Tickets.

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ST. JOHN STAR.

ET. JOHN, N. B., MARCH 19, 1909.

A LIVELY BEGINNING.

be full of interest. Mr. Robinson, the cise in the house that well-directed spread evil, and should be read by criticism which is the chief value of everyone. an opposition. They will find many opportunities for comment, in what has portunities for comment, in what has already been done by the Hazen Govwith turrets and domes that were ernment as well as in what is now projected, and no doubt through thefr But the first wild storm tchfulness the interests of the province will be closely guarded. Although the address from the throne was events of the past year, it contained form, to really do something and not to continue that deplorable neglect of public business which up till the pres-ent has characterized his administration. It is worthy of note, however, reference to the presence of Mr.

George B. Jones in the legislature nor Shine on the ships that sailed long to that gentleman's position with reernment. This will probably come up an due time. Mr. Hazen, has also failed county councils in the province think bout his highway act. He prefers to remember only those reports, which even feebly approved its principles, and to forget those others which adwised all the way from twenty to one mindred amendments. Mr. Hazen akes pleasure in announcing the discovery of iron ore in Gioucestey, foresting that an agreement for the description of these properties was arounced by the previous government.

The prairie, cataract and flood, With field of waving grain bestud, Canada, my Canada! takes pleasure in announcing the disranged by the previous government.

Let he declares his intention of aiding ial industries, of encouraging

The Star had no idea that such a wide interest in the assessment of unwide interest in the assessment of unoccupied land prevailed as has become evident during the past two days, following the publication of a paragraph on this subject. Even two or three aldermen, who are popularly supposed to dermen, who are popularly supposed to give no thought to anything in which the control public are concerned, have the general public are concerned, have along the same lines. This display of ntelligence on the part of a few memers of the council has not however, almost be supposed that St. John is composed largely of men who would build houses for themselves if they could get land, and who are prevented from such investments solely by the excessive prices demanded by owners of unoccupied lots. Comparatively opeaking, a very large number have taken the trouble to suggest to the star that certainly something should be done which would either force the large left that the control of the large left that the could be done which would either force the large left that the control of the large left large larg could get land, and who are prevented land-speculators to sell or else let the city profit by the desire of these owners to hold their lands in anticipation

In another part of this paper will be found a brief outline of a plan which has developed most satisfactorily in Where murmuring brooks through forests glide,

And game abound in green woodside,

Or lake and stream so grand and essful here, but the Star merely goes o far as to say that there is certainly a large amount of unoccupied land in St. John, that this might all change St. John, that this might all change hands if reasonable prices were asked, that this land is not bringing to the city a revenue proportionate to the value placed on it by the owners, and that the corporation and the house-seeking the corporation and t public would undoubtedly benefit by the application of a more sensibly ad- And Britain's flag that's waving

MR. HAZEN'S MODESTY.

So long as Mr. Hazen and Providence, acting together, continue to govern New Brunswick, all things will be cheaply by using the classified ade. trranged with the other power referred to for a continuation of favors. It is well for this province that it has at the head of affairs a man of such inuence, but the leader of the governent displays too much modesty in his statement regarding what has already been accomplished. He is inglined to place the credit for abundant ducts, and for healthy, natural conditions generally, in a quarter far removed from the immediate sphere of politics. Surely this reticence is as ampecoming as it is annual. Mr. Hasen forgets himself. He promised these forgets himself. He promised these forgets himself. He promised the second of erops, for high prices for farm progood things in every line and now that prosperity is said to prevail he generously permits heaven to share with

speaks of the abundance of work for every afternoon (except Sunday) at everybody. This is rather surprising icult of solution than at any time within recent years. But maybe this mild political evasion of acts is made for a deeper purpose than is imme-

at his back a solidly united group of has been written by one who knows able men, who are prepared to exer- by experience the effects of this wide-

TO SHE WHO WAITS.

lications that Mr. Hazen desires to When my heart's fond wishes I shall

Shall stand secure my castles in that so far he has make no particular.

And I look to see the sunset's glow.

As it reddens the ocean miles on

"CANADA" "Canada," the London illustrated weekly, prints a set of verses written by T. W. Watson, and which have been set to music by E. W. Watson. They are as follows:

revincial industries, of encouraging ministration and of promoting other ministration and of promoting other canada, my Canada!

Her sons of leisure and of totil Canada, my Canada!

All equal stand upon her seil, Canada, my Canada!

No typant master there holds sway, Her freemen order freedom's way, These make her laws themselves obey, Canada, my Canada!

ome time they had been thinking These priceless rights and lands so good, Canada, my Canada! My tathers bought with tears and

been of the council has not however,
been of particular significance in comparison with the supporting evidence
furnished by private citizens. It might
almost be supposed that St. John is
composed largely of men who would

Where shines the sun as bright and

clear?
Canada, my Canada!
Where bloom the flowers as sweet and

Canada, my Canada!

Canada, my Canada!

DEAD AT NINETY FIVE

BARRIE, Mar. 19.—Flags are flying at half mast in Barrie today, out of respect for the town's oldest and most distinguished citizen, Sir James Robert Gowan whose long and useful life

PORTLAND, Me, March 18.-Ard, stmr Ransom B Fuller, from Boston; schr Charlette T Sibley, from Rockiand for Providence.

CENTRAL RAILWAY SHOWS A DEFICIT OF \$25,000

employed problem has been more dif- in Spite of Large increase in Traffic and Fifty Per Cent Gain in Earnings-Progressive Policy of Former

> Moneton, N. B., January 11th, 1909. To the Honorable Premier, Members of the Executive Council, and House of Assembly of the Province of New Brunswick:—

Your Commissioners beg to submit the following report on the operations of the New Brunswick Coal and Railway for the financial year ending the 31st of October, 1908. Of this period, your Commissioners have only been in charge of the operations for the latter six and a half months. This road extends northerly from Norton Station on the Intercolonial (a point 33 miles east of St. Jdhn) through Kings, Queens and a part of Sunbury to Minto, the centre of the coal mining industry, a distance of 58 miles. In addition to the main track there are 3.7 miles of branches and sidings to the various coal mines at Minto. There are also side tracks at Norton, Bellisle, Cody's, Calpman, etc., aggregating 1½ miles.

The gross earnings for the year ending 31st October, 1908, were \$61,-479.06. The operating expenses were \$65,391.06, so that there was a deficit for the year of \$3,912.00.

The total cost of the road to the 30th of June last as shown by the statistical report of the Minister of Railways, was \$1,940,375.01.

Expended for bullsting between 30th \$1,962,012.11.

\$1,962,012.11.

This is an average cost of \$33,828.00 per mile of main line, or at the rate of \$30,900.00 per mile, including the 8.7 miles of branches and spurs to the various coal mines.

Statement of capital and operating expenses for past two years ending list October.

This increase is no doubt attributed in a large degree to the freight and passenger traffic in connection with the construction of the Transcontinental Railway.

Increase.. \$24,021.73 In will thus be seen that while the earnings increased about \$19,000.00 for the year, the operating expenses increased \$24,000.00.

At first blush this seems a rather extraordinary statement of affairs, but it is easily explained by showing that for the year 1907, a large proportion of the operating expenses were charged up to capital.

There was one item in capital account for 1907 for construction, \$30,738.

In this were included ties, boits, spikes and a great many other things that are usually charged to operating expenses.

In addition to this and charged to capital was an additionel item of \$15,-034,00.

CHARGED TO ROLLING STOCK. In two items alone, repairs of engines and repairs of road bed, there was an increase in 1908 of over \$10,000.00, as compared with the previous year, although the number of engines and number of sections were the same; no unusual repairs either were made under these heads in the latter year. In the previous year the bulk of the ordinary repairs were changed to capital.

If your Commissioners had continued

to keep the acounts for 1908 along the lines adopted by our predecessors, in-stead of a deficit of \$3,912, we should have been able to show a surplus of about \$20,000. Below is a statement in some detail of the freight tonnage for the past

1906.. 3696

tofore had given serious trouble were patched up so that the whole line at the end of the season was in fair running order. We would strongly resommend this work to be completed nextly year. The cost will be about \$20,000. The saving of wear and tear of rolling stock not to say anything of safety and efficiency, will more than offset the interest on this expenditure. Very few changes were desired necessary in the personel of the operating staff. The salary paid the manager, Mr. W. C. Hunter, \$3,100 per annum and expenses, was considered excessive for a road of 58 miles in length, and with a very light traffic. As he dould not see his way to accept a salary that your commissioners considered ample for the services rendered, his resignation was asked for, and Mr. A. Sherwood was appointed in his place at a salary of \$300 per annum, thereby affecting a saving of \$1,200 per annum. In addition to being Manager of the New Brunswick Coal and railway, Mr. Sherwood is manager of the Salisbury and Harvey. The agreement with him is that he is to give one-half of his time to the New Brunswick Coal and railway. In view of the short mileage and light traffic we are under the impression he can satisfactorily perform all the duties required of him.

THE OUTLOOK.

Increase. .. \$ 194 \$ 2,052 \$19,050 EARNINGS FROM FREIGHT ON

When your Commissioners took charge of the five locomotives owned by the railway one, No. 18, was out of service altogether and in need of very heavy repairs, one other was also in bad shape and required repairs every few days, the other three were in fair repair. Two extra mechanics were taken on a short time ago and we hope to have No. 18 in running order by the first of February next. In the meantime we have a locomotive hired from the Intercolonial Railway.

The cars are in a fair state of repair.

The cars are in a fair state of repair, but by the requirements of the Railway Act of 1003 (Clause 211) the balance of the cars must be equipped with automatic brakes. It will probably cost \$5,000.00 to do this.

Your Commissioners early came to the conclusion that if the road was to be operated safely and economically, it must be ballasted with suitable material, particularly between Norton and Chipman. A special report tothis effect was made to the government and as a result the necessary funds were placed at our disposal, the ballast pit was opened at Bellisle, a branch a mile long built to it, a steam shovel put to work, and about twenty miles of the road fully ballasted by the 31st of October at a cost of \$21,637.

In addition to this twenty miles fully

Foolish question! Yet some people act as if a medicine could take the place of a doctor! The best medicine in the world cannot do this. Have a family doctor, consult him frequently. If we did not believe doctors endorsed Ayer's Cherry Pectoral for coughs and colds, we would not offer it to you.

For the coming year, whilst the Transcontinental is under accurate construction, we hope the receipts from traffic will be sufficient to meet the ordinary running expenses. For the additional ballasting, etc., above referred to, a special appropriation will have to be made yith your commissioners' recommendations are approved of.

TORONTO, Mar. 18.—In the legislature today Sir James Whitney enunciated the policy and ultimatum of the givenment on the request of the Canadian Northern railway for provincial aid, at the close of yesterday's session of the legislature. The premier illustrated his remarks while the members deserted Mr. Speaker and crowded down to the end desks for a better view.

before the grand jury. Many came voluntarily and others were commanded to be present. It is the general opinion that the investigation has been thorough and complete.

PATSY KLINE WAS EASY

Stakes Include \$35,000 and Two \$10,000 Purses — Orlando Jones is Part Owner.

BOSTON Mass., March 18. — Three stake races, two of them handicap events, will be features of this year's Grand Circuit meeting at Readville Park, which has just seen purchased by Andrew J. Weich, of Hartford, Conn. C. M. Jewett, secretary of the New England Trotting Horse Breeders' Association, who returned here tonight from a conference with Mr. Weich at Hartford, announced that there will be a \$55,000 handicap for pacers in addition to the regular Massachusetts stakes of \$10,000, best two in three mile heats for trotters eligible to the 2.14 class.

REMEMBEB: Sizes, 1, 1 1-2, 2 and on up to 7 in stock.

Prices \$2.50 and \$3.00 STORE OPEN TOMORROW. TILL 11.30 P. M.

PERCY J. STEEL, SUCCESSOR TO WM. YOUNG.

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Jewelry, Etc. 41 King St.

THE

SMARDON

SHOE

The popularity of this high grade

This shoe is "Made in Canada"-75c.

19 KING STREET

OF COMMERCE

HEAD OFFICE - - - TORONTO

TRAVELLERS' CHEQUES

\$10, \$20, \$50; \$100 AND \$200

CANADIAN ORDER FORESTERS

Assessment System, Fraternal Insur-

NIGHT OF MEETINGS CITY COURTS COURT ST. JOHN, No. 470 Orange Hall, Germain street, 1st Friday in

COURT YUKON, No. 738—Orange Hall, Simonds street, Third Wednes-

to \$1.00 per pair saved in duty.

shoes hold their shape.

woman's shoe is maintained, by the strictly honest materials and skilled workmanship which enter into its in which they would be obliged to use anything but pure leather - Smardon

Refuse Bond Guarantes

prise in tan calf, brown kid, brown suede, GRAFT CHARGES CONCLUDED

Sensational Rumors of Result of Grand

jury's inquiry in Pittsburg,

PITTSBURG, Pa., March 18. — The
grand jury investigation of alleged
councilmanic corruption was concluded
at today.

A report wil be made by the jury
to Judge L. I. Davis tomorrow
morning and interesting developments
in the graft scandal of Pittsburg are
expected to follow immediately.

Rumors tonight, impossible of confirmation, are extremely sensational.
Inc report is to the effect that at least
ten men prominent in the affairs of
this city are to be arrested. In all
quarters it is generally believed a number of indictments will be returned.

Since the inquisiton by the grand
jury started last Monday, bankers,
busness men and city officials from
the mayor down, have been summoned
before the grand jury. Many came
voluntarily and others were command-Francis & Vaughan THE CANADIAN BANK

Capital \$10,000,000 Rest \$6,000,000 Are a most convenient way in which to carry money when travelling abroad: They, are lessed in denominations of

KLINE WAS EASY

WORK FOR ABE ATTEL

WORK FOR ABE ATTEL

To the may be obtained at every office of the Bank.

The cheques and all information regarding them may be obtained at every office of the Bank.

St. John Branch—Cor. King and Ger-main Streets. F. B. FRANCIS, Manager. NEW YORK, March 18.-Abe Attell, NEW YORK, March 18.—Abe Attell, the featherweight champion, easily out-classed Patsy Kline, of Newark, N. J., in a ten round bout here tonight. In every one of the rounds Attell proved himself the master. He had frequent opportunities to end the fight, but refrained from availing himself of them.

month.

COURT UNION JACK, No. 549—
Orange Hall, Germain Street, 4th
Wednesday.

COURT NORTH END, No. 567—Union
Hall, Main street, last Tuesday each A diminutive delinquent had just been sentenced by the magistrate to receive a dozen strokes with the birch. He heard the decision quietly, and then, turning to the Bench, calmly asked, "Please may I have cocaine sprayed over me?"

TO ROLLAND STOCK.

We term alone, repairs of end regains alone, re

senicago, Ill., Mar. 18.—Dramatio scenes accompanied the acquittal here today of Luman C.Mann, charged with the murder of Mrs. Frances Gilmer Thompson last June. The evidence against Mann was circumstantial; his defense an alibi. The jury took one bal-

With the words 'not guilty' from
the lips of the foreman, the scene in
Judge McSurcly's court became one of
excitement bordering on hysteria.
"I've been a bad man, but years from
now you will hear of me as an honest
citizen." Mann said thanking the jury Tears rolled down his cheeks and his sobs made it almost impossible for him

Fanny Thompson, bound, gaged and with the finger marks of a strangler on her threat, was found dead in coming house at 1,242 Michigan Avenue, July 1 last. She had been dead four days and this period Mann was compelled to cover in minute detail to establish his alibi.