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GRAND TRUNK PACIFIC, A SHAMEFUL WASTE OF PEOPLE'S MONEY, SAYS SENATOR PERLEY—NOT NEEDED IN WEST—RUNS CLOSE TO PRESENT RY.

The building of the Grand Trunk Pacific Railway is the most wasteful, unnecessary scheme ever attempted by any body of men making a pretence of sanity," was the opinion given to a Standard reporter last evening by Senator Perley, one of the most representative of all Canada's legislators.

This is the view of one who has been a prominent easterner, and in the west has the right of a successful pioneer in the country crossed in nothing but who seeks information from reliable sources.

"I am disgusted with the entire G. T. P. scheme body and bones," said Senator Perley, "and I think it is the biggest failure and the biggest mistake ever perpetrated upon the people of Canada since the country has had any kind of a government. The building of the road is entirely unneeded for, and its location could not have been worse.

"Undertaking the very basis of the road's practicability as a paying or necessary thing is the fact that Canada is by no means old enough for such a road. It is reasonable to suppose that Canada needs three transcontinental railroads, as many as the United States, with their population of 100,000,000 people!"

Blair Had Right End.

"It was not until I came east upon my present trip (after the road was located) that my disapproval deepened to the feeling which I now cherish. I had always contended that Blair had the right end of the stick as to the proper terminal of a Canadian road to the Atlantic, and had always been pleased with the inability of running a road to a point nearly 100 miles from the nearest sea port. But when I found that from a point FIFTEEN MILES OUT OF MONCTON THE TRANSCONTINENTAL IS BEING RUN PARALLEL TO THE I. R. C. when a junction with that road would have saved \$500,000, the LAST STRAW WAS ADDED."

"The plan which is being followed in the construction of the G. T. P. in this province is this:—A road is being built to drive in the province, and GRADES to haul freight into the woods. From Chipman to Moncton, to speak with authority to those who know, and it is to traverse such a district that the expenses have been multiplied.

Even Worse Conditions.

"Throughout Manitoba and Saskatchewan conditions are worse than in New Brunswick because the road is to go through a country already amply served by a network of branches from two transcontinental roads. The C. P. R. and the G. T. P. will be running all on the same dump FROM SASKATOON FOR 100 MILES WEST. At no point will there be more than four miles difference in the location of the tracks.

"The only freight which the G. T. P. will secure is what it can steal from the other roads already giving a legitimate and competent service to the district between Winnipeg and Saskatoon, through which it is to pass. It is a simple case of dividing into three parts what was before NOT MORE THAN ENOUGH FOR TWO.

A Serious Fact.

"I will make the statement upon my own knowledge that for six years after the completion of the G. T. P. THERE WILL NOT BE ENOUGH FREIGHT IN THE ENTIRE CROP OF THE SECTIONS OF MANITOBA, SASKATOON, and the territory to the road to keep it in operation for a week at the rate of 24 daily trains of 50 cars each. In this calculation I take the Government's own estimate of the grain which it will move the grain to the lakes, and I am building upon the far-from-substantial premise that the new road will secure the hauling of every bushel of the grain produced. Such a disposal of the crop will leave the cars idle for the remaining 51 weeks of the year.

A Comparison.

"When a man settles upon a prairie farm, will he later on build a road to the same manner in which one who tells him to build expensive farm buildings because he will need them 20 years from now? It is upon just such ill-advised understanding, or what I call a misunderstanding of conditions, that the Government is burdening the people of Canada with a road which the development of the country will not call for until decades hence. And in those years, the value of the road and the rolling stock will be deteriorating or will be kept up to standard only AT AN ENORMOUS EXPENSE.

The G. T. P. can NEVER BE OPERATED FOR ONE HOUR SO AS TO MAKE IT PAY INTEREST, and yet the Government is attempting to delude the people of Canada with the statement that the road will pay 3 per cent. interest upon that \$300,000,000 when \$12,000,000 was the only profit at first exhibited to the wondering gaze of the public.

"This road which we are talking of was said to be going 30 miles north of the nearest other line. Instead of that it was between the Kirkella and Manitoba and Northwestern branches of the C. P. R., with these two latter roads at no point more than 24 miles apart.

Country Now Well Served by Railways.

"Let me show you how completely this country is served by railway lines already. Through it are running the following lines: The Manitoba and Northwestern, the Arrola branch, the C. N. R., the C. P. R., the Kirkella branch, the Manitoba and Northwestern, and two other branches of the Canadian Northern. All of these lines have other branches completing the immense service already established from Winnipeg across Saskatchewan to the Rockies.

"The route across these between the Kirkella and Manitoba, Northwestern branches, the G. T. P. thrusts itself—farther west it is between other lines.

"This coming fall the C. P. R. will be prepared to carry 1,000,000 bushels of wheat a day between Winnipeg and Fort William. Their road from Winnipeg to Fort William has been completely double-tracked with the exception of 12 miles which will be ready in September. Their grade has been lowered, and their curves lessened, and I have from one of the men in charge of the road—

Continued on page 2.

FOREST FIRE RAGING NEAR NORTON, BUT IS CHECKED

Special to The Standard.
Sussex, N. B., May 28.—A forest fire started today on the Farrelstall place near Southfield, and fanned by a strong breeze spread rapidly in the direction of Norton. Residents turned out in force and fought the flames to the best of their ability and so far have prevented any serious damage. The fire is near the Crown lands and lumber properties, but it has not reached these as yet and it is not anticipated that it will.

J. A. Murray, M. P. P., was communicated with and at once arranged for Fire Warden D. H. McNutt to proceed to the scene and superintend the operations. Tomorrow morning every effort will be made to extinguish the fire and from reports at hand this should not be difficult unless high winds prevail.

DR. DANIEL'S EXPOSURE OF COURTNEY BAY PROMISES, AND MR. CROCKET'S CRUSHING ANALYSIS OF CENTRAL RY. EVIDENCE, FEATURES OF SESSION

Special to The Standard.
Ottawa, May 28.—It seems that Liberal newspapers in New Brunswick are complaining that the Conservative delegation to Parliament from that province are entirely useless as representatives of their constituents. Mr. Pugsley probably has his own opinion as to whether Mr. Crockett, for instance, is an effective fighter or no; but this point of usefulness as distinguished from fighting power will wear a little looking into.

Dr. Daniel's Work.

Let us take the case of Dr. Daniel. In point of fact the member for St. John has been a PARTICULARLY ACTIVE AND ASSIDUOUS MEMBER, and has to his credit a noticeable amount of work for his city and constituency. Taking into consideration his contributions to affairs of national importance as distinguished from matters of local concern, it is to be noted that he advocated the adoption by all the provinces of the scheme for the teaching of physical drill in the public schools to both boys and girls, and the construction of a joint Canadian district hospital in Nova Scotia has been experimenting with this scheme, and Lord Strathcona's gift of a million to help carry it into effect is fresh in the public mind.

The Fisheries Treaty.

A matter of enormous importance to the country as a whole and to New Brunswick in particular is the Fisheries Treaty. Dr. Daniel pointed out that the Government has included in that treaty the whole of the St. John river, its tributaries, and the harbor of St. John, thereby putting these waters as far as fishery matters are concerned under the absolute authority of a joint commission in which an American representative has an equal vote with our own. That means that we are deprived of our proper full control of the fishery regulations in our own domestic waters are concerned under the absolute international boundary. As a matter of fact, no fish can ascend the St. John river above Grand Falls, and the part of that river forming the bound-

dary is far above the falls. Against this ugly unnecessary sacrifice of Canadian sovereignty Dr. Daniel protested vigorously.

He also advocated the erection of dog fish reduction works in the Bay of Fundy, where they are much needed to reduce the numbers of these pests. In this connection he read several letters from practical fishermen in Nova Scotia bearing on this question. He showed an active interest in the whole fishery question. He was a constant and hard working attendant in the new Standing Committee of Maritime and Fisheries, where a great deal of evidence was heard showing that the regulations of the Department in many ways are treated with absolute contempt, more especially with regard to lobster fishing. This Standing Committee should have a good effect in protecting and developing the fisheries and in enforcing the obedience to regulations. Dr. Daniel's interest in the fishery problem took the wider sweep of an advocacy of the placing of the fishing interest under the control of a board similar to the Scotch Fishery Board.

St. John Dredging.

One department of Dr. Daniel's activities has to do with THE DREDGING IN ST. JOHN HARBOR AND RIVER. By a series of persistent questions he brought out sufficient information to show that the Courtney Bay project WAS SIMPLY A POLITICAL DEVICE, and that there had been NO AUTHORITY FROM THE GOVERNMENT EVEN FOR ITS CONSIDERATION. He brought out the fact that an advertisement for this work elicited three tenders. One was for thirty-nine and a half cents per cubic yard for the whole work, Courtney Bay and Beacon Bar districts included; the second was for thirty-five cents per cubic yard for Courtney Bay, and fifty cents per cubic yard for Beacon Bar district. The first tender was that of the Dominion Dredging Company of Ottawa, and the second was from the Maritime Dredging and Construction Company. The third tender was from the Courtney Bay portion of the Courtney Bay portion

Mr. Crockett's Work.

Mr. Crockett's work in connection with the Pugsley debate will be fresh in the memory of all. His analysis of the evidence WAS ABSOLUTELY CRUSHING, and the RAGE OF THE LIBERALS OVER THE DEBATE IS A SUFFICIENTLY HANDSOME TESTIMONIAL. He was active in watching the local interests of his constituents.

Mr. Jameson.

Across the Bay of Fundy from St. John is the County of Digby, whose representative, Mr. Jameson, comes within the scope of this review. A new member, Mr. Jameson has taken a very good rank in the House and has to his credit several special performances which merit notice. One of the developments of the session was the establishment of the new Fisheries Committee, to which reference already has been made. Mr. Jameson made a particularly cogent contribution to the debate which led to the establishment of this committee. He gave data showing

Law Carried Out.

ARGUMENT WAS CONCLUDED YESTERDAY IN RAILWAY DISPUTE; HEARD BEFORE JULY 4

The argument of counsel in the disputes between the International Railway Co. and the N. B. Railway Co. was concluded about 1.30 o'clock yesterday afternoon. The session began about 10.30 o'clock in the morning, and as the Commissioners were not present to make this session the last of the lunch hour was disregarded. Col. H. H. McLean resumed his argument for the N. B. Railway Company and finished about 11.30 o'clock. His case was followed by reply from Mr. F. B. Carvell, K. C. There were few interruptions during Col. McLean's argument, but as Mr. Carvell proceeded with his argument interruptions were numerous.

Col. McLean Begins Argument.

Col. McLean contended that the company owned the lands in question, and they did not want a railroad built over them, but the International Railway Co. insisted that their road should run through the lands, and it would be unfair if the N. B. Railway Co. were put to a heavy expense by reason of the fact that such a dangerous instrument was brought on their lands, evidence to this Col. fully compensated for the damage resulting therefrom.

He then referred to the evidence given by the different witnesses, particularly the evidence of Messrs. Hallett, Crawford, Glen, Sears, Anderson, Gavins and Fraser. Mr. Hallett had given evidence to the effect that the Grand River was the easiest river on which to drive in the province, and it would mean about 50 cents per thousand additional expense if the lumber was hauled on the railway.

Col. McLean contended that Mr. Anderson came to make the survey, pre-judged, and stated that there was no good lumber on the land, while Mr. Gavins' evidence was contradictory to this. Mr. Fraser had stated in his evidence that he would not have a railway come on his timber lands. In referring to the evidence of one witness Mr. Carvell asked Col. McLean to quote the evidence to this Col. McLean replied that he had not time to look it up, but would do so later.

Like Dr. Pugsley.

This agitated Mr. Carvell and he said, "Now come Colonel, you're like the Minister of Public Works. He says he will be happy to furnish the evidence at a future date, but he never furnishes it. You must be following his principle."

Mr. Taylor at once saw the slip his learned friend had made, and with a smile on his face he said: "Don't be giving away Mr. Pugsley's notions, Mr. Carvell, for there's a Standard reporter behind you." This brought forth much laughter, and when things had quieted down again Col. McLean proceeded with his argument.

Col. McLean contended that compensation should not be made in a lump sum, but for each and every expense, and quoted "Marks on Compensation" in support of his contention.

Mr. Carvell's Reply.

Mr. Carvell was then heard in reply. "They never would say what they wanted," he said, "but from their argument I have figured out \$500,000 to be about the amount they

PROMINENT ST. JOHN WHO WAS PASSENGER ON STR. ELAINE DECLARES STATION DURING RACE WITH MAY QUEEN WAS MOST SERIOUS AT LEAST ONE QUALIFIED OFFICER

Yesterday morning this newspaper published an accurate account of an outbreak of fire on board the steamer Elaine and May Queen as the result of the frantic efforts of each to beat out the other in a race up-river. The Standard's paragraph was lacking only in the fact that it did not credit the situation on board the steamer Elaine with the full extent of its serious nature.

When this came out from the stop the Elaine crossed in the May Queen's wake, and the May Queen bore over to the west side of the reach. The Elaine went to about the middle of the stream.

Every person on board was interested in the race. Up to this time we had supposed that the May Queen could beat us, but we proved to our selves that we were making the better headway by placing a mark on the bow of the Elaine, and sighting from it.

Every person on board was interested in the race. Up to this time we had supposed that the May Queen could beat us, but we proved to our selves that we were making the better headway by placing a mark on the bow of the Elaine, and sighting from it.

Elaine's Passengers Saw Queen Afire.

The steamers were now about a quarter of a mile apart, and we were just in the vicinity of the point where the late David Weston was driven ashore, when some of the passengers noticed that smoke was coming from the May Queen's boats.

Capt. Peatman of the Elaine was the first to see the smoke, and he blew an alarm consisting of four blasts upon our whistle, twice repeated. Presently we saw men coming over the Queen's deck with buckets, and the saw them extinguish the blaze. The Elaine was at the same time in serious trouble herself. While the men on the Queen were still at work, it was discovered that the Elaine was also afire.

Smoke Poured From State Rooms.

On the side of the vessel where I was, could see the smoke pouring from the windows of the state-rooms situated aft of the wheelhouse. I realized that the Elaine was very badly afire, and I believe that if the blaze had gained its usual more headway, another great river disaster would have been perpetrated.

Perspiration Streamed Down Faces Of Crew.

It was fully twenty minutes before the fire was put under control. Officers, deckhands, and members of the crew tore up and down stairs with buckets, the perspiration streaming down their faces from their efforts. It was soon found, however, that the buckets were inefficient and the boat's hose was called into play.

Before the blaze was controlled, the bedding and other articles which had been taken up and down stairs with buckets, the perspiration streaming down their faces from their efforts. It was soon found, however, that the buckets were inefficient and the boat's hose was called into play.

In the effort to extinguish the fire, bedding and other articles which had been taken up and down stairs with buckets, the perspiration streaming down their faces from their efforts. It was soon found, however, that the buckets were inefficient and the boat's hose was called into play.

The whole affair was a case of recklessness to the safety of the passengers.

Yours,
A PASSENGER.

NO SQUADRON, BATTERY OR COMPANY CAN GO TO CAMP WITHOUT AT LEAST ONE QUALIFIED OFFICER

Special to The Standard.
Ottawa, May 28.—The plans and times of the camps, the feature of the arrangements this year is the great number of local camps, the Militia Department in this manner seeking to save expense. The conditions generally show an increased stringency. No squadron, battery or company will be allowed to proceed to camp unless it has the strength at least one qualified officer.

In the event of a unit proceeding to camp short of officers, such vacancies as exist may be filled from the corps reserve of each unit, and so far as artillery is concerned, from ammunition columns and parks also, provided the authorized training establishment is not exceeded.

Sussex Camp June 29.

At Sussex camp will begin on June 29 and will be attended by—8th Hussars; 19th battery; Detachment of Guides; H. Co. R. C. R.; 71st 73rd and 74th regiments; No. 8 section signalling Corps; No. 7 Co. A. S. C.; Detachment P. M. C.; No. 9 Field Ambulance; No. 8 Detachment Ordnance Corps.

Aldershot camp will begin on a date to be specified later. The corps will be 14th Hussars; Detachment of Guides; One company R. C. R.; 68th and 69th regiments; No. 9 section Signalling Corps; No. 8 Company A. S. C.; No. 9 Field Ambulance; No. 9 Detachment O. C.

Charlottetown camp will begin on June 29th, and will be attended by the 2nd Light Horse; No. 3 Company 4th Garrison Artillery; detachment of guides; 82nd Regiment; No. 12 Section Signalling Corps; No. 9 Field Ambulance; No. 12 Detachment O. C.

Local camps will be held as follows: 10th battery, Woodstock; date later. 12th Battery, Newcastle; date later. 17th Battery, Sydney; July 15, 18 Battery, Antigonish; June 22. No. 1 Battery 7th Garrison Artillery, Mahone Bay, June 22. No. 2 Battery 7th G. A. Digby, June 22. No. 3 Battery 7th G. A. Pictou, June 22. No. 4 Battery 7th G. A. Yarmouth, June 22. 1st Field Company C. Engineers, Woodstock, date later. 67th Regiment, date later. 73rd Regiment, Lunenburg, Sept. 7. 78th Regiment, Antigonish, date later. 94th Regiment, Baddeck, Sept. 7.

The 3rd G. A. and 62nd Regiment will drill at local headquarters. In Nova Scotia the 1st O. A., and the 63rd and 66th will drill at local headquarters. In Prince Edward Island Nos. 1 and 2 Companies, 4th G. A., will have their privilege.

Sussex and Aldershot Camps.

At Sussex and Aldershot camps the staff will number ten officers and twenty subordinates. Each brigade will comprise two officers, two sergeants and five subordinates. The staff at Charlottetown will have five officers and nine subordinates.

No. 3 Company, 4th G. A., will be altered to a detachment of one saddle and sixteen draught horses.

FIVE-YEAR SENTENCE FOR BANKER

Special to The Standard.
St. John's, Que., May 28.—Mr. P. H. Roy, late president of the defunct Banque De St. Jean, after admitting the court an hour and a half in his own defence, was sentenced to five years in the penitentiary, the maximum term.

IS NOW PILOT COMMISSIONER

Special to The Standard.
Ottawa, May 28.—Wesley Wilbur, of New Horton, N. B., has been gassed in a charge of causing the death of Mrs. Albert, including Harvey and Waterside.

WOMAN DIED FROM ASSAULT OF A FIEND

Special to The Standard.
Halifax, N. S., May 28.—Shortly after ten o'clock tonight a terrible tragedy was enacted in the upholstery department of the Nova Scotia Furnishing Company's building on Argyle street, when Mrs. Johnna Harrison, a well-known resident of the west end was brutally assaulted by a man named Percy Wallace, Mrs. Harrison when rescued was in a very exhausted condition, and before medical aid arrived had succumbed to the shock, but not before identifying her assailant.

Officers soon made their appearance and arrested the culprit. Mrs. Harrison and her sister, Bridget Conroy, had been back to work making cushions, and were coming out in a doorway when Mrs. Harrison was assaulted by Wallace and both fell into the doorway.

Miss Comfort ran for help, and returning with two young men, succeeded in dragging Wallace away from the woman. The prisoner, who is about 22 years old, was locked up on a charge of causing the death of Mrs. Harrison, pending the report of the coroner.

BIG ESTATE GOES TO PUBLIC INSTITUTIONS TAXED \$3 FOR FREE RURAL MAIL DELIVERY

Special to The Standard.
Halifax, N. S., May 28.—The will of the late Hon. Vm. Chisholm, M. L. C., will be probated today. The estate is worth about \$140,000. The following bequests are left to the public institutions in this city: \$200 to each of the following institutions:—School for the Blind; Institution for the Deaf and Dumb, and the Halifax Dispensary.

The residue of the estate is to be divided into 20 parts, and is disposed of as follows:

Two parts to the St. Vincent de Paul Society, to be invested for the purposes of the society.

Six parts to the monastery of the Good Shepherd.

Six parts for St. Mary's College.

Three parts for the Roman Catholic Orphanage.

Two parts for the Convent of the Sacred Heart.

One part to the Home of the Guardian Angel.

A SPLENDID CONCERT.

Special to The Standard.
Sackville, May 28.—A large and appreciative audience gathered in historic Lingley Hall tonight to listen to the students concert in oratory and music. It was a grand success.

THESE CLERKS PUGSLEY ARE VERY, VERY COULDN'T STOP MUCH PUT OUT THE G. T. P.

Special to The Standard.
Ottawa, Ont., May 28.—The Grand Trunk today was given the deed for the site for its new hotel in Major's Park by the government, and the work of excavation went on without having been interrupted. The only matter of interest in the incident outside of Ottawa is the coolness with which the railway disregarded Mr. Pugsley's order to stop work. On August 1st being communicated to Mr. Wainwright, he telephoned to Ottawa that it was not convenient to do so, and the government thereupon made haste to give the deed.

Keown and J. H. Barry, K. C., will then be sworn in.

By agreement of counsel the appeal of A. E. Hanson from the sentence of one month's imprisonment for assaulting O. S. Crockett, M. P., will come before Judge Wilson in chambers on Friday of next week.

KILLED AT SPRINGHILL

Special to The Standard.
Springhill, N. S., May 28.—Tillman White, a miner, was killed this afternoon in No. 2 slope of the colliery.