

THE EVENING TIMES, ST. JOHN, N. B., SATURDAY, MARCH 23, 1907.

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ROYAL Baking Powder

ABSOLUTELY PURE

Healthful cream of tartar, derived solely from grapes, refined to absolute purity, is the active principle of every pound of Royal Baking Powder.

Hence it is that Royal Baking Powder renders the food remarkable both for its fine flavor and healthfulness.

No alum, no phosphate—which are the principal elements of the so-called cheap baking powders—and which are derived from bones, rock and sulphuric acid.

ROYAL BAKING POWDER CO., NEW YORK

GOVERNMENT GUARANTEES VALLEY RAILWAY BONDS FOR \$15,000 PER MILE

Premier Pugsley So Announces His Decision, and Gives Notice That If The Canadian Northern Undertakes the Work the Necessary Legislation Will Be Passed.

Fredericton, N. B., March 22.—In the legislature this afternoon Premier Pugsley gave notice of the following resolution: "I stated yesterday that a proposal was before the government with regard to the construction of a railway down the valley of the St. John river from Woodstock to St. John.

"The government have reached a conclusion in regard to this matter and I rise to give notice that when bill No. 11 is introduced the house will ask that it be amended so as to give assistance to the Canadian Northern Railway Company—McKenzie & Mann—to construct this line to the extent of a guarantee of bonds bearing four per cent interest at \$15,000 a mile.

On the order of the day being called, Mr. Fleming spoke upon the financial position of the province in answer to the statements of the attorney general. According to the auditor general the provincial debt is \$3,216,510.39. In 1905 the debt was \$4,237,724.52 an increase of \$888,783.87 of which \$700,000 was for N. B. Coal and Railway bonds. He then devoted some time to a discussion of the Central Railway. Mr. Fleming continued his address at the evening session.

The house then resolved itself into committee to consider the bill authorizing the granting of aid to certain railways. Hon. Mr. Pugsley said that the bill had been before the house since the first day of the session. He had purposely brought it on early in order that the hon. members might have full opportunity of becoming acquainted with the provisions contained in it and have plenty of time for considering the subject. When they were first called to grant aid to the International Railway they undertook to guarantee the company's bonds to the extent of \$1,000 a mile for the first fifty miles.

Since that time the cost of railroad construction has increased to such an extent by reason of the rise in wages and cost of material that the cost of construction at present is not less than \$5,000 a mile. This will be confirmed by any railroad man. The cost of labor alone had increased 50 per cent in the fifteen years. At the present time one of the greatest

railway systems of Canada is applying to parliament for leave to increase its bond issue by \$5,000 a mile. Mr. Schreiber, engineer of vast experience, has certified that the cost of the line will be \$27,330 a mile. This legislature has never refused to authorize less than \$10,000 a mile and by reason of the increased cost of construction \$5,000 a mile is not an unreasonable sum to guarantee. Moreover when the government agreed to assist the railroad it would be most unwise now not to further the construction of such a line opening as it did such a marvelous stretch of country over a distance of 110 miles. Still we felt we could not properly give further assistance unless the road was made in the most satisfactory and up-to-date manner.

This line is laid with sixty-seven pound rails, all steel bridges with stone abutments and no wooden bridges on the whole system. When the road is completed the engineers say that it will be in all respects as good a road as the Intercolonial. Under these circumstances we felt that the company's application to guarantee \$5,000 a mile was not unreasonable but as the legislature had already agreed to a subsidy for the whole distance we felt that the time had come to do away with further subsidies. Any further assistance would have to be by way of guaranteeing bonds and not by way of subsidy.

If the province gives its credit to the extent of \$5,000 a mile this must be converted into a loan and secured by a mortgage on the whole of the railway, franchise, tolls and other property of the company with interest at 4 per cent. But for the first few years after the railway was opened it will not be reasonable to exact this interest and we would therefore allow a period of five years after the railway was completed before it would become payable.

The interest at present is paid right up to date and although the line is at present only under construction its present earnings are enough to pay the interest on the bonds already issued. In fact the line is more than paying its way. With respect to the other proposition that I mentioned, that is the railway between Woodstock and St. John, I intend to move that a section be added to the bill that the province be allowed to

guarantee first mortgage bonds on that road at four per cent, not exceeding \$15,000 a mile, as suggested by the financial critic of the opposition. Although I stated to the house as not unreasonable hope that the line would be built I referred to the fact that as the I. C. R. was now extended to Fredericton it might be continued to Westfield and Woodstock. Since making that announcement I have been in communication with Messrs. McKenzie & Mann, who have promised that they would send their engineering staff to go over the district and make a full survey. If after such survey matters should appear to be satisfactory they would undertake to make the railway.

That is why I am making a proposal to allow the government to make a contract with McKenzie & Mann to carry out the idea. They said they could not come to any definite conclusion until the route for the G. T. P. was finally settled. As soon as this route was announced I again took the matter up and opened negotiations with them to get them to make this railway. They replied to me confidentially and I wrote them asking for a reply which I could make public and in reply to that they reported formally what they had only previously suggested that they would send their engineering staff over the ground and if satisfactory arrangements could be made with the government for financial assistance they would undertake to make the road.

This is a definite proposition which McKenzie & Mann made to the province and the question the province has to consider will be whether they will accept this proposal or not.

Personally I think it would be only wise to do so. They are amongst the best of the province and I think they are in satisfactory firms of railway builders in the north and west and it will not be many years before McKenzie & Mann will have a transcontinental railway extending from St. John to the Pacific.

I will not dwell further on the subject tonight but I do think that if we allow this opportunity to go by and neglect to avail ourselves of the proposal we would be doing a great injustice to the people of the province. McKenzie & Mann are such a wealthy and well known firm why should it be necessary to offer to guarantee their bonds when we can only get them to carry out their undertakings.

They can get money more readily and at lower interest if backed by the guarantee than on their own name only. I do not know what the cost of this railway will be but I do not think it will be less than \$22,000 a mile.

I think this was about the cost of the transcontinental. It is not necessary to argue that it is in the highest degree desirable that this road should be constructed. If it is desirable to construct the Intercolonial Railway the desirability of constructing one which the St. John valley is much greater. It will open up a much more settled country which it is to be regretted has not been settled. On either bank of the St. John river for twenty miles on each side the farmers are hampered for want of railway communication.

Whether Messrs. McKenzie & Mann will use this proposed line as part of their transcontinental system I can only conjecture but I do know that the distance from Quebec to St. John over this route would be a saving of nearly 300 miles. On the I. C. R. we would consider that it would be to the advantage of Messrs. McKenzie & Mann to do so. However, we have now a definite proposition from them which we offer this province. After discussion by Mr. Clarke and Hon. Mr. Hill the committee decided to report progress.

Heaviness, Lassitude Drowsy and Dull

Do You Feel That Way?

How provoking these symptoms are! You sleep well, but when you wake up there is a heaviness, a lassitude, a drowsiness, a disinclination to do things. Three causes for this feeling.

Lazy liver, lazy kidneys, are a mighty lazy stomach which does its work very poorly and compels the other organs to do things they are unequal to for any length of time. Note the consequence—blood is filled with waste—poisons weigh down the nervous system—rebuilding processes are retarded.

You'll note an instant change when you take Ferrozone.

Ferrozone clarifies the brain, supplies tone and vigor, imparts clearness and strength. You feel like a new person. Full of life, full of ambition, ready to do things—and able to do them also. Think it over, Ferrozone is a tonic that uplifts, rebuilds, that nourishes and restores the sick by supplying the elements their weakened system needs. It can't help but do you good. For men, women and children, in fact any one seeking strength and health, Ferrozone is invaluable; try it, sold by all druggists in 50c. boxes.

The hall of the Every Day Club was filled with men again last evening, and a good programme was carried out. In the course of the evening the chairman spoke of the Canadian Club and Mr. Williams' inspiring address on Canada, and H. C. Tilley gave an earnest address to the men on the opportunities for work in the Every Day Club to help men. James Marshall convulsed the crowd by the funniest dancing number ever seen on the stage of the hall, and also acted and sang, while William Barnes and others also contributed to the entertainment.

Abbey's Effervescent Salt

Is a regular family doctor. When the stomach gets upset—bowels irregular—appetite fickle—sleep broken—headaches frequent—ABBEY'S SALT is the prescription that cures.

At Druggists. 25c. and 60c. a bottle.

Undigested Food

When any portion of food remains in the stomach and refuses to digest, it causes the torments of indigestion. This undigested food rapidly ferments, irritating the sensitive coating of the stomach, while other parts of the body, particularly the head, suffer in consequence.

So long as this undigested food remains in the stomach, the discomfort continues. A few doses of

BEECHAM'S PILLS

stop all fermentation, sweeten the contents of the stomach and give natural assistance that relieves the stomach of its burden. The use of Beecham's Pills gradually strengthens the stomach nerves and soon restores them to a normal, healthy condition.

Beecham's Pills positively cure all stomach troubles, while their beneficial effects on the liver and kidneys greatly improve the general health.

Beecham's Pills have been used and recommended by the general public for over fifty years.

Prepared only by the Proprietor, Thomas Beecham, St. Helena, Lancashire, Eng.

Sold everywhere in Canada and U. S. America. In boxes 25 cents.

COMMITTEE AGREES TO THE WARD SYSTEM BILL AS SLIGHTLY AMENDED

Fredericton, N. B., March 22.—The St.

John election bill was considered by the municipal committee of the legislature this afternoon. The committee decided to recommend that the number of aldermen at large be reduced from six to four and that should the council desire to adopt the district system or make any further change in the future in the system of electing aldermen, authority will be given them to submit the matter to a plebiscite on a two-thirds vote of the council.

There was considerable discussion on the bill and further action was deferred until Wednesday next. Premier Pugsley submitted a new section which had been drafted by the sub-committee. It was as follows:

"The common council of the city of St. John may at any time by a two-thirds vote provide for the taking of a vote of the electors of the city of St. John on the question of reducing the number of aldermen generally, or of the aldermen at-large, or of dividing the city into districts and providing for the representation in the common council of each such district or returning to the system in force immediately prior to the passing of this act, which ever the common council by such two-thirds vote may decide to be in public interest; and the said common council may frame a scheme for the representation of the people of the city in said common council, and submit the same to the electors for approval or disapproval, and may make all necessary orders and regulations for the taking of the vote, the form of ballot, the declaration of the result of the vote and all other matters connected therewith. The qualifications entitling electors to vote on such question shall be the same as for the election of aldermen of the city.

"If the question should be decided in the affirmative the scheme so approved of shall come into force at the next annual election for aldermen of the said city. Any orders which the said common council may pass for the purpose of carrying into effect such vote shall have the same force and effect as if enacted by the legislature."

The comparisons of the operations of the Intercolonial with other railways were made in his department, including branches and the Intercolonial, and 1,300 on the national transcontinental, making in all 13,000, or nearly fourteen thousand persons. The minister gave a statement showing the capital expenditure on the canals from 1887 to 1906. It amounted in all to \$25,873,722.

After dealing with Canadian railway matters generally he referred to the improvements made in his department, including the equipment of the Intercolonial.

He made the following comparisons of the I. C. R. in 1906 compared with 1896.

Length of line—1,282 1/2; 1906, 1,477 1/2; increase, 195 per cent.
Capital invested—1896, \$3,307,043; 1906, \$1,253,750; increase, 37 per cent.
Number of locomotives—1896, 254; 1906, 547; increase, 115 per cent.
Passenger car service—1896, 276; 1906, 429; increase, 55 per cent.
Freight car service—1896, 6,667; 1906, 10,419; increase, 55 per cent.

Plows, flangers, etc.—1896, 77; 1906, 125; increase, 62 per cent.
Engine mileage—1896, 4,714,651; 1906, 9,304,011; increase, 98 per cent.
Train mileage—1896, 5,843,500; 1906, 7,424,851; increase, 27 per cent.

He pointed out a number of the improvements made.

The result of the operations of the Intercolonial Railway for the fiscal year 1906 was as follows: Gross revenue I. C. R., \$7,643,820.70; gross expenditure, \$7,881,917.36; difference, \$61,915.34.

To which must be added profits derived from the Windsor branch, \$31,008.53; total surplus on I. C. R., \$93,881.87.

Last year, 1905, the Prince Edward Island railway made a loss of \$133,133.85; the loss for the fiscal year, 1906, was \$36,822.59, making a betterment of \$116,151.24. Referring to the future policy of the I. C. R. he said:

The country had some interest in the future of the Intercolonial. The Halifax Herald, the leading Conservative organ of Nova Scotia had advocated handing over the Intercolonial to two other systems. If this was the policy of the Conservative leader he could not indorse it.

He did not think that the people should ever part with the Intercolonial or weaken their hold on it, and said that he was confident the day would come when popular opinion would compel the government to take over the feeders of the Intercolonial.

Mr. Emerson said he thought the day was coming when it would be held desirable that the Intercolonial should be penetrated to the industrial centre of Ontario, which is Toronto.

Great lines from the west were converging upon Quebec. They would desire to penetrate the east and to reach ports that were open in the winter. When that day came the future of the Intercolonial was assured for all time, as an asset to the dominion.

Miss Elizabeth W. Morley, a member of the community of the Monastery of St. Clare, Evansville (Ind.), died there recently. For a time after first coming to America, she conducted an academy for young ladies in this city.

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No stop to it, en! You realize you have to eat it: consider it part of the meal, don't you? It's the first thing the toddling babe learns to eat and must have till the last day. But why not eat the good

SCOTCH ZEST BREAD

that keeps moist three days, is pure, sweet and clean. You realize when you first eat it you have no ordinary bread. Keep eating it, that's where the financial difference comes — a loaf goes further, and for health's sake Scotch Zest Bread has nature's ingredients — there full of nutriment.

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HOT CROSS BUNS.

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FAMOUS STEIN BRAND, Best Quality. Lowest Prices.

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The best Package for Tinned Kipper Herring and Finnan-Haddie.

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Fri., April 6 "EMPERESS OF BRITAIN"

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HALIFAX.

Wed., April 10 "MOUNT TEMPLE"

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