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THE EVENING TIMES AND STAR, ST. JOHN, N. B., MONDAY, MARCH 20, 1911

The Evening Times and Star

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THE EVENING TIMES THE DAILY TELEGRAPH

New Brunswick's Independent newspapers. These papers advocate: British connection. Honesty in public life. Measures for the material progress and moral advancement of our great Dominion. No graft! No deals! "The Shamrock, Thistle, Rose entwines The Maple Leaf forever."

YORK AND THE VALLEY ROAD

A portion of the report on the Valley Railroad made by Chief Engineer Maxwell to the Hazen government directly and completely justified the action of the Dominion government in insisting that the Valley line shall be built up to the general standard of the transcontinental in New Brunswick. In closing his report Chief Engineer Maxwell says:

"Section 37 of the Act authorizes the Lieutenant-Governor-in-Council, in case of the construction of this road either under part 2 or 3, to make provision for running rights over the same or any part thereof, for any through line of railway seeking connection with the port of St. John or the port of L'Etang, St. Andrews, or other port in the county of Charlotte. In view of this important provision in the Act, it would not be advisable to construct a railway along the Valley of the St. John River, and particularly below Woodstock, except as specified in part 2 of the Act, as the difference in cost of construction of two lines of railway, one built to the standard transcontinental four-fifths per cent. grade and the other built to the standard intercolonial grade of one per cent., would not be at all proportional to the real value of the respective roads for transportation purposes."

Mr. Maxwell had tried to do so, could not have more completely vindicated the position of the federal government in regard to the proposed railroad through the river counties. Hon. Mr. Pugsley, Mr. Carvell, and others who are familiar with the needs of the valley, and who have worked continuously and energetically to give the people of that section adequate transportation facilities, have succeeded in bringing within easy reach the great advantages which residents of the valley are most anxious to obtain. By the acceptance of Mr. Malcolm's offer, whereby the road would be constructed according to the terms of Hon. Mr. Graham's resolution, and would be leased and operated by the I. C. R., reasonable rates and a first class railroad would be guaranteed.

Another very important feature is that the Intercolonial would agree to pay over the very large proportion of forty per cent. of the gross earnings as rental, and this would make it easy for the company to finance the undertaking, and would insure the payment of interest on the provincial bonds. The gross earnings of the Intercolonial for the year ended March 31, 1910, were \$6,220 per mile. Forty per cent. of this sum would be \$2,488 per mile. Those who know the traffic possibilities of the St. John valley will agree that it would not be many years before the new line would have as large gross earnings per mile as the main line of the Intercolonial, and forty per cent. of such earnings would pay interest at four per cent. on \$60,000 a mile.

Residents of the river counties cannot have failed to observe how anxious Premier Hazen is to fight shy of the Malcolm offer, which would give Intercolonial lease and operation, with all the advantages these implied, and would safeguard the credit of the province. Undoubtedly York County in the forthcoming by-election has a grand opportunity to say a plain word to the local government on this leading issue of the campaign, the Valley Railway.

Hon. Mr. Burchill is the same man whose support the Hazen organs have so eagerly courted for several years past. But now that he has condemned the government he is bitterly assailed and abused.

Are the citizens of St. John not fit to be trusted with control of their own affairs, without the aid of a royal commission? The suggestion of a royal commission is put forward by those who want the affairs of the city to remain under boss control. When the citizens have voted in favor of city government by five elected

commissioners the question of framing a charter will present no serious difficulty. The people of St. John are not more stupid than those of other cities.

The electors of York county have to decide which they prefer—Dr. Morehouse of a real valley railway.

Citizens whose taxes have not yet been paid should attend to the matter this week, or they will not have a vote at the most important civic election in the lifetime of this generation.

If the federal government, as a result of your obstruction, should go to the country on the reciprocity issue, the opposition would be pretty nearly wiped off the map. The people want reciprocity, and are not deceived by the flag-waving tactics of Tory leaders and their newspapers.

The chairman at one of the opposition meetings in York county on Saturday evening was Mr. W. L. McFarlane, a former supporter of the Hazen government. Mr. McFarlane has been warden of the county, is connected with a progressive industry, and is an influential citizen. The government are badly frightened, and are sending spellbinders through the county in hot haste to plead for the election of their candidate.

The Standard is a most unfortunate newspaper. In its issue of this morning it asserts that there is no intention at Ottawa to take action upon the resolution introduced some weeks ago by Hon. Mr. Graham under which the Dominion government will take authority to operate the Valley Railroad as part of the Intercolonial. As a matter of fact, and as the Standard's Ottawa correspondent must know, this resolution was delayed by the reciprocity debate, but is on the order paper for today or tomorrow. The Standard's article only serves to show how anxious Mr. Hazen is to dodge Intercolonial lease and operation of the Valley Road—very thing that the people of the river counties most heartily desire.

NEW INVENTION MAY MAKE A BIG SAVING IN COAL CONSUMED

London, March 20.—Considerable interest is taken in experiments carried out for the purpose of reducing the amount of coal consumed by locomotives, as well as for the purpose of increasing the hauling power of railway engines. According to the statistics, the amount of coal consumed on home railways exceeded £2,000,000 in 1910. It is estimated that if even a slight saving could be made in the amount of coal consumed by each locomotive a day, it would be of a considerable importance to the railway companies.

Not only in Great Britain, but in Germany also experiments have been carried out with a super-heater for railway locomotives. It is stated that a super-heater designed in Germany could not be conveniently fitted to the existing locomotives. A super-heater of British design, could, however, be fitted to existing locomotives, and it is claimed that it will be the means of saving from 20 to 25 per cent. of steam, or 25 per cent. of the coal consumed.

According to statistics obtained from experiments carried out on the Furness railway, the average consumption for engines fitted with the super-heater referred to was 40.5 pounds a mile after running 24,322 miles, as against 53 pounds for engines of the same pattern not fitted with the super-heater. The net saving is therefore 12.5 pounds, giving 23.5 per cent.

UNEXPECTED HEIGHT.

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Get new energy and vigor into the system by using Dr. Chase's Nerve Food. 50 cents a box, 8 boxes for \$2.50, at all dealers, or Edmondson, Bates & Co., Toronto.

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Heartburn, Gas, Dyspepsia and Headache Relieved in Five Minutes With a Little Diapepsin

The question as to how long you are going to continue a sufferer from Indigestion, Dyspepsia, or out-of-order stomach, is merely a matter of how soon you begin taking some Diapepsin. If your stomach is lacking in digestive power, why not look the stomach to do its work, not with drastic drugs but a reinforcement of digestive agents, such as are naturally found in the stomach. People who speak of stomach trouble take a little Diapepsin occasionally and there will be no more of the long, weary, lump of food in the stomach, no heartburn, sour gases, Gas of Stomach, or belching of wind, no Headaches, Dizziness or Sick Stomach, and, besides, what you eat will not ferment and poison your breath with a sour odor. All these symptoms result from a sour, out-of-order stomach and Diapepsin are generally relieved in five minutes after taking a little Diapepsin.

Go to your drug store and get a 50-cent case of Pap's Diapepsin now, and you will always go to the table with a hearty appetite, and what you eat will taste good, because your stomach and intestines will be clean and fresh, and you will know there are not going to be any more bad nights and miserable days for you. They freshen you and make you feel like life is worth living.

LOOKIN' BACK

Wathers' of Maple an' the white gulls fly 'in'. Since I was near ye what have I seen? Deep great seas, an' a strong wind sigh 'in'.

Night an' day where the waves are green, Struth na Mollie, the wind goes sighin' Over a waste of waters green.

Siemish and Trostan, dark wi' heather, High are the Rockies, sixy-blue; Sure ye have snows in the winter weather, Roses for miles an' redder than ours, Snows are fair in the summer weather, Och, an' the shadows between are blue!

Lone Glen Dun an' the wild glen flowers, Little ye know if the prairie is sweet, Roses for miles an' redder than ours, Spring here under the horses' feet, Och, an' the black-eyed gold sunflowers— Not as the glen flowers, small an' sweet.

Wathers' of Mollie, I hear ye callin' Clearer for half the world between, Antrim hills an' the wet rain fallin' Whiles ye are nearer than snow-tops keen; Dreams of miles an' redder than ours, callin'— callin'— What is the half of the world between?— Moira O'Neill, Blackwood.

IN LIGHTER VEN

USUALLY

"Papa, who is the person called who brings you in contact with the spirit world?"

"A barkeeper."

HIS CONGE

Restaurant Proprietor—"So you were in your last place for three years. Why did you leave?"

Newcomer—"I was pardoned."—Catholic News.

SORRY HE ASKED

Fitzhoodle—"Who is that strange-looking man who stares at me so much?"

Nie—"Oh, that's Mr. Manegger, the eminent insanity expert."—M. A. P.

MODERN METHOD.

"My books are in very bad shape," said the high financier.

"Shall I send for an expert accountant?" enquired the confidential man.

"No. Send for an alienist."—Washington Star.

THE REAL TROUBLE.

Native—"Why did you leave the civilized east and come out here to the wild, unsettled west to live?"

Newcomer—"Because the folks around where I lived slaughtered me and said mean things about me."

Native—"Why didn't you make them prove what they said?"

Newcomer—"They did."

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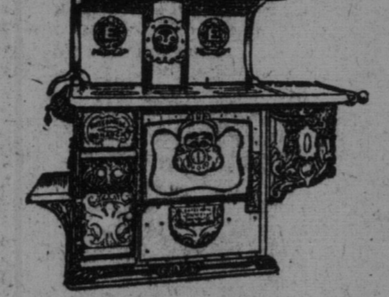


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The high quality footwear at the wonderfully low prices has recorded the opening days of March as record breaking sales days in the mammoth shoe department of the C. B. Pidgeon store.

On the first of March, this popular North End shoe house inaugurated a gigantic clearance sale, offering its entire shoe stock at tremendous price reductions.

Minds you, every pair in the entire store was marked down in price on March 1st, and although the sales have been much greater than ever, our assortment to begin with was accordingly the largest we ever offered in a special sale.

So the opportunities to buy Men's, Women's, Boys', Girls', Children's or Infants' Shoes are just glorious with money-saving inducements, right now in the midst of this great clearance sale, which no economical individual should miss.

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Cor. Main and Bridge Sts.

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In order to make room for new spring purchases, we intend to sacrifice prices on a large surplus stock of the finest quality, Silver Plated Tableware.

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Dessert Spoons,	8.50	4.25
Dessert Spoons,	7.50	3.75
Table Spoons,	9.50	4.75
Table Spoons,	8.50	4.25
Dessert Forks,	8.50	4.25
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Dinner Forks,	8.50	4.25

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Wall Papers

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