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The News

ST. JOHN, N. B., MAY 7, 1909.

THE COST OF THE G.T.P.

The conservatives are heavily criticizing the cost of the Grand Trunk Pacific. Under the Liberal plan the government is building the road from Moncton to Winnipeg and is assisting the company by bond guarantees in the construction of the rest of the line.

THE PEOPLE'S VERDICT

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A BUSINESS PROPOSITION

The Scottish agriculturalists who visit Canada last fall have incorporated in the Dominion of Scotland a suggestion which merits favorable consideration on both sides.

WEALTHY 'TOM' PIERCE, DIVORCED TO MARRY

Millionaire, Who Objected to First Wife's Theatrical Friends, to Wed. BOSTON, May 2.—Thomas W. Pierce, son of a Boston railroad man, who left an estate of about \$7,000,000, is to marry Miss Gaiella M. Dexter, a society girl, of Oyster Bay.



SOME EXCITEMENT IN CHATHAM SETTLES FERRY DIFFICULTY

Business Men in a Wrangle Over Possession of Property. Company Will Put on as Many Trips as it is Possible to Operate.

DEATH OF MRS. GRIFFIN

CHATHAM, May 4.—The time table of the ferry Sybilian, running between Chatham and Perryville, which has for some time been the bone of contention between the citizens and the company, was satisfactorily settled at a meeting of the M. S. N. Company's directors and committee from the Town Council.

NEW YORK'S LACK OF RELIGION IS SHOWN

In District Canvassed 53.7 of Inhabitants Are Whitout Church Allegiance. NEW YORK, May 4.—The Rev. John L. Caughey, pastor of the Harlem Presbyterian Church, gave his congregation some startling proof in his sermon this morning of the genuineness of the prophecy that before long Manhattan Island will be the greatest field for missionary work.

THE BEST REMEDY

For Women—Lydia E. Pinkham's Vegetable Compound. Belleville, Ont.—"I was so weak and worn out from a female weakness that I concluded to try Lydia E. Pinkham's Vegetable Compound. I took several bottles of it, and I gained strength so rapidly that it seemed to make a new woman of me. I can do as good a day's work as I ever did. I sincerely bless the day that I made up my mind to take your medicine for female weakness, and I am exceedingly grateful to you for your kind letters, as I certainly profited by them. I give you permission to publish this any time you wish."

JAMES LYONS HAS AFFINITY

FREDERICTON, May 4.—Because he had an "affinity," James Lyons, a Lake George storekeeper, is now in jail, charged with alienating the affections of a neighbor's wife. He was arrested last evening by Deputy Sheriff Winter and is held in \$1,600 bail, which has not yet been arranged for.

Big Magic LANTERN FREE

This valuable Magic Lantern, as illustrated, and all the necessary accessories, are given away to the first 100 persons who send in a postcard to the publisher, J. B. Henson, at St. John yesterday fixing ball at \$1,500. The deputy sheriff worked quickly, and had no time to lose, as it was believed that Lyons and his affinity were about to escape from the country in fact the pair had given their trunks over to a local coachman so that they could leave on the C. P. R. express for the United States.

TOLEDO, Ohio, May 4.—Alonson Wood, aged 80, famed as the inventor of the roller coaster, and who originated many improvements on the roller skate, died here today after a long illness. Wood devoted the last ten years of his life to a study of geriatrics and spent several years in building a heavier-than-air machine.

BETTER THAN PRESENT OF

Great Britain's New Dreadnoughts

ADMIRALTY AT WORK

Leap in Dreadnought Construction Due to German Plans

LONDON, May 3.—While the long looked for revival is still probably a far off as ever, a marked change for the better has come over the ship building industry during the last few days.

Instead of a dearth of inquiries there is now a plentifulness of them, and the estimates start seem to be exceptionally busy. Work in the yards is coming forward chiefly, though not exclusively, for special traders.

Sir Philip Watts and the construction staff at the Admiralty are now engaged in evolving a type of battleship which will start an immense advancement on the present Dreadnoughts. These new ships will have a displacement of from twenty-five thousand tons, being from eight to ten thousand tons heavier than the original Dreadnought. They will also mount an extra armament of guns to those carried by all the British Dreadnoughts built, thus increasing their broadside fire by thirty-five hundred pounds.

EARL GREY MAY REMAIN A YEAR

Now Believed He Will See Another Session of Parliament Through. OTTAWA, May 3.—When the Commons entered upon the last stage of the session today by inaugurating morning sittings, Sir Wilfrid Laurier announced at the opening of the sitting that as the end of the session was approaching, Sir Wilfrid said he was happy to be able to announce that there was no occasion for any address this session as the term of his Excellency's term of office does not expire until the end of next year. It is usual, however, for Governors General to retire at the end of their fifth year, and Sir Wilfrid has been a member of the House of Commons since 1871, and has held office for a period of thirty years.

CATTLE SHIPMENTS SHOW A SUBSTANTIAL INCREASE

During the winter port season, just closed, a total of 22,928 head of cattle were carried from St. John on forty steamers. This is an increase of 5,313 head over last season. There has been a heavy falling off in sheep. The cattle shipments during the past five months were as follows:

December	5,448
January	10,702
February	9,739
March	7,032
April	4,455

Total for season 25,335
Total for last season 20,410

Increase 1908-09 2513

In handling the 356 tons of hay and 100 tons of grain, less than 920 men were employed in tending the cattle on the steamers. Last season 1,100 men were taken from St. John on winter port steamers, while this year only 151 have been carried, the big decrease being due to the state of the market. In all of the horses were carried, 1,000 to a St. John as against 51 last season.

THE VALLEY RAILWAY

That there is something in this Valley Railway business which does not appear on the surface is an almost inevitable inference from the obstinacy of the government's attitude during the past few weeks. The Premier's carefully guarded responses to every delegation from the province to him, his evident desire to use the project as a political weapon against the federal government, his mysterious hints of some alternative scheme, the background and his final distinct and direct violation of his personal pledge to introduce during the past session some legislation for the furtherance of the notable efforts being made by the Valley people, are altogether incapable of explanation on the ground that he is sincerely in earnest. He has an eye single to the provincial interests involved.

If he was sincere in his assurance of aid if the federal government would guarantee to operate the road, why did he refuse at the last moment to carry out his promise to enact legislation providing for provincial guarantee conditional upon the consent of the federal government to this proposition? If the Minister of Railways had refused to enter into the province would have been committed to nothing. If he should have assented, the conditions which Mr. Hazen demanded would have been met, and a year or more time would have been saved. Why, in these circumstances did he fail in his pledge?

And if he is actually in negotiation with a company which may build this line in connection with a transcontinental railway, as he mysteriously intimates, why does he refuse to let the people into his confidence? The idea of the Valley Railway is not to advance the political interests of the provincial government but the interests of the province. Any action the Premier may take can only be as the agent of the people, and he has no right to keep them in the dark as to what he is doing. When Premier Pugsley had the affair in hand, he took

THE PROGRESS OF PROHIBITION

Summarizing the results of the prohibition campaign in the United States during 1908, Dr. E. C. Hughes, in his Review of Reviews, calculates that eleven thousand saloons were put out of business during the year 1908. As many more were eliminated in 1907,

MARITIME PORTS AND THE G. T. P.

Mr. R. L. Borden's suggestion that the Grand Trunk Pacific loan be made conditional upon a binding guarantee on the part of the Company to handle its foreign traffic through Canadian ports was worthy of more favorable consideration than it received at the hands of the government. There is no soundness of course, in the contention that the loan had to be made anyway—inasmuch as the Company could not proceed without it.

ONE TEXT, TWO SERMONS

The Standard quotes an article from the Toronto Globe which is the argument that the Central Railway affair has no legitimate place in Dominion politics, and draws therefrom the conclusion that the Globe desires Dr. Pugsley's resignation. The Mail and Empire, quoting from

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