

THE CENTRAL RAILWAY AS AN ASSET

The ridiculous position taken by Premier Pugsley in claiming that the Central Railway is worth \$20,000 per mile is shown by the following comparison with the Canada Eastern Railway:

A train going from Chipman to Norton will have the following hills to climb, and on many of the hills such curves that only a short train can be taken.

Chipman to Summit	2.3 miles up	150 feet
Summit to Coal Creek	2.6 miles up	153 "
Coal Creek to Summit (2)	2.3 miles down	134 "
Summit to Cumberland Creek	2.3 miles up	197 "
Cumberland Creek to Summit (3)	2.3 miles up	205 "
Summit to Washademoak Lake	2.3 miles up	222 "
Washademoak Lake to Salmon Brk.	2.3 miles up	265 "
Salmon Brook to Annandale	2.3 miles up	20 "
Annandale to Summit (4)	2.3 miles up	226 "
Summit to Sargisson Brook	2.3 miles down	153 "
Sargisson Brk. to Belleisle Creek	2.3 miles down	107 "
Belleisle Crk. to Case Settlement	2.2 miles down	224 "
Case Sett. to Kennebecasis River	2.2 miles down	224 "

In twenty-two miles the train must climb 1,115 feet or 50 1/2 to every mile. Returning it has to climb 1,095 feet in 21.8 miles.

CANADA EASTERN RAILWAY.

Gibson to Marysville	2.4 miles up	27 feet
Marysville to Nashwaak River	1.6 miles down	9 "
Nashwaak River to Summit	1.5 miles up	35 "
Summit to Penniac Stream	1.1 miles down	29 "
Penniac Stream to Manzer Station	2.0 miles up	17 "
Manzer Sta. to Nashwaak Sta.	2.0 miles up	17 "
Nashwaak Sta. to Durham Sta.	2.0 miles up	17 "
Durham Sta. to Sloat Brook	2.0 miles down	17 "
Sloat Brk. to Cross Creek Station	2.0 miles up	159 "
Cross Creek Sta. to Cross Creek	2.0 miles down	12 "
Cross Creek to Summit	2.0 miles up	372 "
Summit to Clearwater Brook	2.0 miles down	119 "
Clearwater Brook to Summit	2.0 miles up	85 "
Summit to McNamie Station	1.8 miles down	399 "
McNamee Station to Carroll Sta.	1.7 miles up	67 "
Carroll Sta. to S. W. Miramichi River	1.5 miles down	111 "
S.W. Miramichi River to Summit	1.5 miles up	251 "
Summit to Moore Brook	1.5 miles down	309 "
Moore Brook to Chatham Jct.	1.5 miles up	237 "
Chatham Jct. to Nelson	1.5 miles down	3 "
Nelson to Chatham Station	1.5 miles down	26 "

In 61.9 miles going from Gibson to Chatham the train climbs 1,103 feet, or 17.7 feet to the mile. Returning, the train must climb 1,025 feet in 52.5 miles, or at the rate of 19.7 feet per mile. Yet this road would only bring a little over \$500 per mile, while the Premier declares himself and the country by stating the Central Railway from Norton to Chipman is worth \$20,000 per mile.

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THOUSANDS ARE OUT OF WORK

The Reduction in British Military Expenditures Puts Old Veterans in a Hole.

London, April 22.—The "cry of the unemployed" was raised in London to-night, when several thousand skilled workmen who had been discharged from Woolwich arsenal as an outcome of War Secretary Haldane's scheme of reducing military expenses marched with bands and banners the long distance from Woolwich to the House of Commons to impress their grievances upon the government. The complaints of the men are far-reaching, representing not only loss of employment, but the wiping out of their savings invested in little properties located in the historical and heretofore prosperous town of Woolwich. Some of the discharged men had been employed in the arsenal at Woolwich for not less than thirty years. A number of printers and other tradesmen and citizens and citizens joined in the procession, which was further augmented by a strong body of workers from the army clothing factory at Plumstead. The entire eight miles of march was thickly lined with spectators.

The procession, which was perfectly orderly, was halted at St. George's Circus, one mile from the House of Commons, and here a deputation of picked men proceeded to the House of Commons to lay their grievances of themselves and their comrades before the Premier, Sir Campbell Bannerman.

The Premier received the deputation in a private room, War Secretary Haldane and Lord Balfour, first lord of the admiralty being present.

William Crooks, member of the House of Commons for Woolwich, introduced the deputation and the men then explained their grievances. The Premier made a sympathetic reply and assured the men of the government's sympathy. He said that the discharge of these men was a hardship, but that the government was doing its best to ease it. He said that the government was doing its best to ease it.

THIS IS MY 54TH BIRTHDAY.

W. Murray Crane.

Senator W. Murray Crane, of Massachusetts, who is receiving some mention as a possible candidate for the Republican presidential nomination next year, was born at Dalton, Mass., April 23, 1853. After his graduation from Williston Seminary he entered upon a business career. In 1897 he was elected Lieutenant Governor of Massachusetts, and two years later was elected governor. Previously he had been delegate-at-large to the Republican conventions of 1892, 1896, and 1904, on each of which occasions he was elected as his state's member of the national committee. He was appointed to the United States senate on October 12, 1904, following the death of Senator Hoar, and was elected by the legislature in January, 1905. Senator Crane is a man of immense wealth, being the head of one of the largest paper manufacturing concerns in the world.

FIRE AT LUBEC.

Lubec, Me., April 22.—The entire plant of the Seacoast Canning Company, leased to the American Canning Co., of New York, at North Lubec, was burned today. The fire was caused by an explosion in the gas house. No one was injured. The loss is estimated at \$200,000.

BLACKSOD FAST MAIL SERVICE

London, April 22.—Leading promoters of the Blacksod-Halifax fast mail service, including Sir Thomas Tupper, bridge, waited upon Sir Wilfrid Laurier at the Hotel Cecil Saturday to discuss plans with the Premier. Sir Frederick Borden and Hon. J. P. Brodeur, and informed Sir Wilfrid that a bill for the British harbor and railway connections was down for April 30 before a committee of the British House of Commons, and expressed themselves confident of its passage with the help of the Irish members. They also spoke hopefully of the British government's subsidy of half a million dollars following the proposed Canadian subsidy of a million dollars.

DECAMPS WITH MINERS' FUND

Halifax, April 22.—John C. McNeill, who had been treasurer of the miners' relief fund at Dominion No. 2, C. B. 1, and was discharged, reveals the fact that the fund is short over \$1,000. It is now known that others were implicated and that between them all there are indications of foreknowledge of some extent. The fund was deposited in one of the local banks and payable only on order of the president and treasurer to a member in need of assistance. It is claimed that large amounts were paid out on assumed names. Instructions have been sent broadcast for the arrest of McNeill and his alleged confederates.

AGAINST ROOSEVELT.

Anarchistic Plot Said to Have Been Unearthed in Pennsylvania.

Newark, N. J., April 22.—An alleged plot by Pennsylvania anarchists with headquarters at Hamilton, to assassinate President Roosevelt, is being investigated by secret service men. Information which led to the investigation was given by Chief of Police Adams, just before he killed himself. The chief told the secret service officials that he obtained information from Jan Bartula, an Andover, Pa., who claimed to be a member of the band. He said they had gone back on him. He gave Chief Adams the names of several persons who, he said, were implicated, and further said that Czolgosz, who assassinated President McKinley had been a member of the band.

Five Mile Run at Arctic Rink.

The following entries have been received for the five mile run to be held at the Arctic Rink on Friday night: Orchard, Currie, McLean, McKnight and Rutledge, of the U. N. B., and McLean, city.

Slander crushed to earth will take the subway and bob up serenely at the next station.