

# BOVILL

### Is the Concentrated Goodness of Beef

It is always the same—never varies in quality or price

is showerproof—absolutely and permanently. Yet there is no rubber in it—air can circulate freely through it—and it is light and dressy.

In fact, cloth looks just the same after it has been proofed by The Cravenette Co. as it did before, and it is the same, except that rain will not wet or spot it.

Nothing else equals "Cravenette" for a Raincoat or for a Rainy-Day or Evening Skirt. It gives perfect protection from the rain, and in fine weather it is as smart and as comfortable as any other fabric.

The Registered Trademark is stamped on every yard of genuine "Cravenette" cloth and inside the collar of every genuine "Cravenette" raincoat. It is your protection against inferior substitutes. Look for it.

Further particulars can be obtained from The Cravenette Co. Limited, 11, Wall Street, Bradford, England.

REGD. TRADEMARK  
"Cravenette"  
PROOFED BY  
The Cravenette Co. Ltd.

NONE GENUINE WITHOUT THIS STAMP

## STEINWAY BRINSMEAD and GERHARD HEINTZMAN

Money cannot buy anything better in the line of Pianos. Have the best. The name alone ought to sell these instruments. They can only be bought in one store in New Brunswick.

Open Evenings.  
The W. H. Johnson Co., Limited  
7 Market Square, St. John, N. B.

## SALMON ASH COAL

Railroads, factories and individuals who are using this new coal mined in the only deep mines in New Brunswick, pronounce it to be **The Best for Steam Purposes—The Best for Household Use** **The Best for Open Fires—The Best for the Money and free from slack and dirt.**

## SHIPPING

**MINIATURE ALMANAC**

1910	Sun	Tues
May	Rises Sets High Low	
13-Fri	5.50 7.49 2.37 9.24	
14-Sat	4.58 7.41 3.34 10.25	

The time used is Atlantic Standard.

**SAILINGS FOR ST. JOHN.**

Manchester Commerce, Mersey, May 3, Rappahock, London, May 6, Retrelling, chartered.

**PORT OF ST. JOHN.**

Cleared Yesterday:  
Stmr Kings Town, 803, Foley, for Port Moron (C. B.), R. P. & W. F. Starr, ballast.  
Brigt Maroon, 189, McLean, for Annabets, master, 20 pms molasses.  
Sailed Yesterday:  
Stmr Pontiac, Meike, for Bow Head for orders.

**DOMINION PORTS.**

Yarmouth, May 12-Ard, stmr Strangor, Philadelphia, stmr Boston, Boston, schr Lavigne, St. John.  
Chl-Schr Rising Billow, Eastport, Lavigne, St. John.  
Halifax, May 12-Ard, stmr Almerina, Liverpool via St. John's (N.B.).

**BRITISH PORTS.**

London, May 11-Ard, stmr Kanawia, St. John and Halifax.  
Gork, May 11-Ard, stmr Waverly, St. John.  
London, May 12-Ard, stmr Mount Royal, St. John.  
Belfast, May 12-Ard, stmr Bengore Head, St. John.  
Queenstown, May 12-Sid, stmr Majestic, New York.  
Southampton, May 12-Sid, stmr Deut schland, New York.  
Main Head, May 10-Passed, stmr Manchester Engineer, Beggs, St. John, NB, for Manchester.

**FOREIGN PORTS.**

Eastport, May 12-Sid, schr Winna Larry, St. John.  
Machias, Me, May 12-Sid, schr Jessie

## HON. MR. PUGSLEY, IN ST. JOHN, DISPOSES OF TORY YARNS

### G.T.P. Freight is Coming to St. John and He Quotes President Hays—Considers Outlook Good for St. John in Connection With Naval Shipbuilding—The Valley Railway

His arduous sessional duties completed, but with an extensive programme of touring ahead of him in connection with the calls of his departmental work in various sections of the dominion, Hon. William Pugsley, Minister of Public Works, arrived in the city yesterday and will remain here for a day or two. During the afternoon he transacted considerable business in connection with his department, and last evening he granted an interview to a Telegraph representative, discussing the local aspect of the Grand Trunk Pacific's enterprise, the dry docks and shipbuilding plant, the west side harbor improvements, the Valley railway and other matters of much importance to the city and province.

Asked his opinion as to the general character of the session of parliament just closed, Dr. Pugsley said that the general opinion of the government and its supporters at the close of the session was that it had been in all respects an exceedingly satisfactory one from the Liberal standpoint. The unanimity with which the members of the party had supported the naval policy which had been, of course, the most important portion of the sessional programme had been in striking contrast to the differences of opinion which had prevailed among the Conservatives.

**Canada to Build Naval Ships**

To a query as to whether it was expected that the ships of the navy would be built in Canada, the minister replied: "We hope and may say that we confidently trust that one or more Canadian dockyards will be established and that the vessels will be built in Canada. Of course we realize that it will be necessary to pay a larger price than if the vessels were built in England, but even if this should be the case, the advantage of establishing shipyards in this country for the building of naval vessels which will undoubtedly lead to the construction of mercantile ships as well, and so insure the establishment of a permanent shipbuilding industry, will more than counterbalance the question of extra cost."

"You ask me where in the dominion shipbuilding plants are likely to be established. As to this I am unable to make a statement at the present time, as no decision in the matter has been arrived at. Tenders will be called in due course for the construction of the dockyards, and it is not likely that any decision will be reached until the attendant specifications are in the hands of the government. The decision will be imposed that the ships must be constructed in Canada."

**G. T. P. Terminals**

Asked whether he had anything to communicate regarding the Grand Trunk Pacific and its establishment of terminals at St. John, Dr. Pugsley said: "As the Telegraph is already aware, the G. T. P. has recently completed the purchase of a large area of land at the head of and around a considerable portion of the western side of Conestoga Bay, including the rights of the grantors (the late Mr. Hays, president of the company, has informed me that he considers that this location presents an ideal opportunity for the establishment of ocean terminals and yard rooms."

In regard to the manner in which the G. T. P. will reach St. John, Dr. Pugsley said that the terms of the construction of the Transcontinental, the company is entitled to running rights and landing rights over the Intercolonial on terms to be agreed upon between the company and the government, and that on a failure to agree, the terms are to be settled upon by the board of railway commissioners. "The company intends applying for these running rights to both St. John and Halifax and there is no question whatever but that they intend to make these ports the winter termini for the National Transcontinental. The Conservative press has been striving to agitate the country of late with the alarm that the movement of the Grand Trunk toward Providence means the diversion of the grain crop of the west toward seaward over the National Transcontinental to that port. As to this it may be said that President Hays has emphatically stated that the Grand Trunk Pacific will utilize as its summer ports Quebec and Montreal and as its winter ports, St. John and Halifax."

**The Valley Railway**

Regarding the Valley railway, the minister had the following to say: "I do not like to say anything which might even have the appearance of giving a party aspect to this most important question in which the people of the city and of the whole country are so deeply interested. I would prefer to believe that the provincial government, like the dominion government, is sincerely desirous of securing the early construction of this railway. However, of the opinion, as I am, that it will be infinitely better for the people interested in the construction of the line, as well as of the province generally, that the road should, when constructed, be operated by the I. C. R. upon the basis of making to the province the very generous allowance of forty per cent. of the gross earnings with the condition that the road should be a first class, up-to-date railway, having the best grades the physical features of the country

**STAR GOLDIE'S FLOUR**

CHOICE BLEND

STAR Flour was the best household flour fifty years ago—It is the best to-day. Is that not a splendid record? If you are not now using it ask your dealer for STAR Flour next time you are buying and enjoy good bread and pastry.

The Goldie Milling Co., Ltd. Ayr Ont.

**MALTA-VITA** is a perfect food for all the family. Old and young, sick and well, find it refreshing and nourishing and delightful to the taste. Made in absolute cleanliness from whole wheat and malt extract, it gives health, vigor and energy to all. Ready to serve as it comes from the package, it requires no cooking, and a delicious breakfast can be served in a few minutes. Economical—a large package costs only ten cents. At all grocers.

**Malta-Vita** THE PERFECT FOOD

**COOK WITH GAS**

If not, you don't know the pleasures of baking. With your oven at the right temperature, and with no fussing to keep the fire burning, baking with gas is mere play compared with the trouble of baking in a coal stove oven.

From \$10 to \$40  
Connected Ready to Burn

**The St. John Railway Co.**  
Telephone 323. Office Cor. Dock and Union Streets

**DR. A. W. CHASE'S CATARRH POWDER 25c.**

Best cure for the diseased parts of the nose, throat and air passages. It is a powerful and reliable remedy for Catarrh and all other diseases of the nose, throat and air passages. It is sold by all druggists and chemists.

**BASEBALL LANGUAGE**

This baseball language puzzle me I cannot make it out.  
When is a hit a "single," and  
When is a hit a "doubt"?

Find a player.  
ANSWER TO YESTERDAY'S PUZZLE  
Upside down in coat.