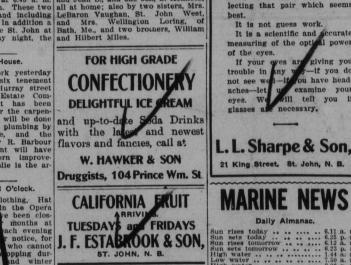


The requirements of the company might be construed so liberally as to give abundance of room for all the surely it is not seriously proposed that a grant of the foreshore all alcag Courtenay Bay to the Marsh Bridge should be given to the company might hold for specula will not be ou that side of the penisula but on the front or Bay of Fundy shore. This would be an extensive bonus of land which the company might hold for specula if to require this foreshore for the terminal works of the Grant Trunk Pacific. Citizens may place different tainly not consent to the offer of this spectra to the offer of this spectra tainly not consent to the offer of this spectra.





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SAINT JOHN SATURDAY MORNING, SEPT. 18, 1909.

THE PROPOSED SUGAR REFINERY.

A sugar refinery costing two or three millions for hundred men, would be a great addition to St. John's too few industrial establishments. The citizens will do well ties. St. John ought to be, and must be, one of the great national ports. But one industrial establishment gving employment to three hundred men would be of more value to the city in the way of employment than a large employed at the wharves would handle a vast quantity of freight under modern conditions. A factory gives "Johnson, a man wh

is required for the industry. The plant will be new property and the investor may reasonably expect that the city will not be hard on him in the matter of regular

the Grani Trunk Pacific. Citizens may place different estimates on the value of this pledge, but they will cer-tainly not consent to the offer of this shore to **a** com-pany which does not promose to use it. Not the Canadian west there are a few consid-erable flocks of sheep, but it would be possible to find on a single lease in Montana, about as many sheep as there are in all the neighboring province of Saskatchewan. Not the Canadian west there are a few consid-erable flocks of the shore to a com-

THE COMPLAINT OF SIR CHARLES RIVERS-WILSON. THE COMPLAINT OF SIR CHARLES RIVERS-WILSON. Sir Charles Rivers-Wilson, president of the Grand Trunk, speaks rather strongly on the failure of the Government to complete in time for this year's traffic the link between Winnipeg and Lake Superior Junction of the Transcontinental Railway. He charges that the Government has been slower than the company, and also that the Government work has cost more. From the point of view of the old Grand Trunk Com-pany, the failure to establish the Lake Superior con-

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nection is serious. The company has rushed the prairie

from the junction to Fort William. Had the Govern-ment completed the Winnipeg section of some three hun-seems to be attending their efforts to establish direct ment completed the Winnipeg section of some three hun-dred miles by the date agreed upon, many millions of bushels of this season's crop would have been delivered at Lake ports in time to be shipped to the Grand Trunk terminals or Georgian Bay before navigation closed, way. The farmers, especially those of the up-river counties, became interested. The Provincial Govern-the winter, giving the Grand Trunk larger traffic. Str fifteen hundred miles from the Lake junction to Mone-el their readiness to undertake the transportation. Now ton. He never desired to have that road built, and comes the spnouncement that the Federal Government does not care how long the completion is delayed. But is willing to subsidize an all-round steamship service in the other part brings business to the Grand Trunk, and which Cuba is connected with Porto Rico, Mexico, and

the other part brings business to the Grand Trunk vacific. There is plenty of evidence that Government con-struction has been too expensive. The Government paid more than double the nominal price for the terminal at Winnipgs. It dismissed its own engineer when he re-fused to permit over-classificatbs, and voted down an motion to continue the Hodgins inquiry so that the facts as to the measurements should be disclosed. The cost of the section which the Government is building is admit-tedly more than double the estimate of the Government's engineer, and the promise made by the ministers when the contract is made. We shall hear further from the Grand Trunk Pacific Company when it is charged by the Government with the interest on the cost. In the meantime it is interesting to know what the president of the Grand Trunk Company thinks about it. The densih of Lord Tweedmouth finishes a career which stopped short at a time of great promise. Mr.

## THE BICENTENARY OF SAMUEL JOHNSON.

In the current epidemic of annivervaries the eight-centh of September belongs to Dr. Samuel Johnson, born in 1709. In his memory celebrations will be held in this native town, in Pembroke College, Oxford, and in the great city where he reigned as the autocrat of let-ters in his generation. Johnsonian literature and rem-intences prvade the current literaty wesiles and the special interest in Lord Tweedmouth be ranvassed with as much solempity as if moders writers cause of his issier, Lady Aberdeen.

ducted the burial services. Inter ment was made in Cedar Hill ceme tery.

Miss Gertrude Jean Leitch. The function of this Gertrude Jean Leitch was held from her late rest dence, 195 Princess street yesterday afternoon. The body was taken to the Cathedral, where Rev. M. O'Brie read the burial service. Intermen was made in the new Catholic ceme

FUNERALS.

Mr. David P. Murphy

funeral of Mr. David P.

tery.

## DEATHS. Mrs. David Tennant.

Mrs. David Tennant. The death occurred yesterday Martha, widow of Mr. David Tenna Mrs. Tennant was in the ninety-fil-year of her age. She was born Londonderry, Ireland, and came this city seventy years ago. She w the oldest member of the local bran of the Christian Church, having be baptized in 1843, sitty-six years a Her maiden name was Lindsay. Fi husband died in 1901. She is surviv by one son, Mr. David Tennant, of the waterworks department; by one b ther, Mr. Andrew Lindsay, of Chica, and by two sisters, Mrs. Rebec McDonald, of Charlestown, Mass., a Mrs. Isabella Tuits of this city. T funeral will be held on Sunday at 2 from the residence of her son, 1 Carmarthen street. Mr. S. T. Vaughn. The death occurred yesterday mo

The death of Lord Tweedmouth finishes a career which stopped short at a time of great promise. Mr. Majoriba.ks was a clever and assiduous Liberal whip and it was believed that when his party should return a transfer of the stopped operator of the stopped operator. He Mr. S. T. Vaugher The death occurred yesterday r ing of Mr. Samuel T. Vaughe of N End. Mr. Vaughe has been ste falling in health for some mo past, and his death was not unca

