

CRUCIAL TEST
WESTERN
STRIKE

The Slightest Hitch May Upset
the Bright Prospects for
a Settlement

MINERS MAKE
A PROPOSITION

Which the Operators Discuss
and May Possibly
Accept

THE CONFERENCES
STILL GOING ON

Western Opinion Demands That
the Present Deadlock Be
Brought to An End.

Fernie, April 25.—The negotiations between operators and striking miners here are tortuous, and the ultimate outcome is very uncertain. Affairs have reached a critical juncture when the slightest hitch may upset the settlement, which for the moment is recorded as being in sight.

Three conferences between representatives of both sides were held yesterday.

Hon. W. H. Cushing, Minister of Public Works for Alberta, frankly says it is high time the disputants understood that matters must be decided in the interests of the public immediately.

No official statement was given out, but prominent operators admitted that the miners had made a proposition which was practically accepted. A private meeting of the operators was held at 5.45 to finally discuss this proposition, and this was followed by an official joint conference at 7.30.

TENNYSON'S
HOLY GRAIL

The lecture given by Bishop Richardson at the Church Hall last evening was well attended, considering the inclement weather, and was thoroughly enjoyed by all present. The lecturer, after being introduced by Chairman Bridges, began by briefly reviewing the plan of the whole poem, "The Idylls of the King," of which "The Holy Grail" was one fragment.

The history and sources were also gone into so far as they led up to the main subject of the lecture. The poem of the Holy Grail itself was then taken up and the story given in a most pleasant and interesting manner.

Tennyson's own words were used very largely in the description. The morals hidden in the poem were also well brought out and commented upon.

Altogether the lecture was most interesting and instructive and from a literary standpoint one of the best heard in this city for a considerable time.

SPAIN FRIENDLY
TOWARD BRITAIN

New York, April 25.—A despatch from Madrid says:

The Correspondencia de la Espana says it has diplomatic authority for stating that the efforts of the meeting of King Alfonso and King Edward was the perfection of a far-reaching understanding for the purpose of war and peace. It would have been cordialized in the last century, according to the paper, an alliance, but in modern diplomatic language it is an "entente cordiale."

Everything concerning Morocco was ratified, everything in reference to the general European situation was discussed, and the basis was formulated of an agreement which is now in the hands of the diplomatists.

BANK RATE REDUCED.

London, April 25.—The Bank of England rate of discount was reduced today from 6 per cent to 4 per cent. The action of the directors was anticipated, owing to the extreme ease of the money market and the increasing strength of the Bank of England's reserve. This doubtless will be further increased by the absorption of the bulk of \$5,000,000 which will be raised during the coming week.

Valley Route the Best
But Was Cast Aside

Shorter, Cheaper and With Easier Grades Than the Central Pusher Route—Even the Colored Reports of the Engineers Fail to Hide Its Advantages—Given the Go By in the Interests of Nova Scotia and in an Endeavor to Keep Line as Far Away from St. John as Possible.

Ottawa, April 25.—When the estimates of \$28,000,000 for the Transcontinental Railway was reached Tuesday night, Mr. Crockett objected to its passage until the government should submit in the House the reports of the engineers in reference to the route of the proposed railway in New Brunswick. The Prime Minister had promised more than once to produce them, and intimated they would be brought down before the government made its decision, but notwithstanding the Premier's promises they had not been tabled. The Finance Minister the other day promised that before he asked the House for the \$28,000,000 appropriation he would furnish the information asked for. Tuesday night, when the item was reached he stated he had it prepared but had neglected to bring it to the House.

The Engineers' Reports.

For this reason the item stood, and yesterday Mr. Fielding tabled the papers. They contain District Engineer Gunn's report, dated 31st December, which recommends the Central route pusher grade line; Chief Engineer Lumsden's report approving this recommendation; a letter from M. J. Butler, Deputy Minister of Railways, also approving; a memorandum to the Governor in Council dated 2nd March, signed by H. R. Emmerson as Minister of Railways, who also recommends adoption of the Central route pusher grade; a minute of council dated 5th April, setting forth the government's approval of this recommendation.

Comparative Distances.

Mr. Gunn reports the distance between Chipman and Grand Falls by the central route pusher grade as 138.30 miles; by central route standard grade, 155.51 miles; and by the river route, 184.74; making the first mentioned 46.4 miles, and the second

mentioned 29.2 miles shorter than the river route. A comparison of curvature gives 4800 degrees as the total curves on the pusher route, 5893 on the central standard grade route, and 5576 on the river route. The total cost of the central route standard line is given as \$8,227,082, and of the river route as \$8,217,745, \$9,326 less, notwithstanding that last year Mr. Lumsden stated that the river route would cost \$1,500,000 more.

The Total Cost.

The total cost, however, of the central pusher line is given as only \$6,367,669, \$1,859,076 less than the river route, and the operating value of the pusher line is put down at \$5,832,000 as compared with the river route. The operating value is estimated on the basis of twenty trains a day, though in the first report the calculation was made on a basis of only ten trains as between the central standard and the river routes, and the difference in the so called operating value between the two last mentioned routes as given in the latest report at \$1,584,000, as compared with \$2,396,322 as estimated by Lumsden last year.

Heavy Structures.

Notwithstanding the statement in Lumsden's report of last year, that all minor structures would be larger than on the back route, and that the earthwork on the back route would be considerably lighter than on the river route, Mr. Gunn says that the structures on all three lines are heavy, larger structures predominating on the central than on the river route. It is very evident as between the river and central standard grade routes the engineers were finding difficulty in turning down the river route, so the pusher grade route had to be resorted to, and all advantages claimed for this.

Operating Value.

It is stated, however, that the main point assigned in favor of this is with respect to operating value. That is, that it would cost less to operate it than the river route by \$5,832,000. As above stated, this operating value is based on smaller cost of construction as well as in shorter distance for train haulage. This remarkable claim is not forward, notwithstanding that in his report of last year, as pointed out by Mr. Crockett in the debate in the House, Mr. Lumsden said that "should the pusher grade be adopted a further saving of thirteen miles would be effected, but expenses of operating the road would be considerably increased." This route is now being recommended on the ground that, directly contrary to the chief engineer's statement of last year, the expenses of operating will be decreased.

Local Business.

Mr. Gunn says in his report that he is not going to discuss the advantages of any particular route so far as local business is concerned; that he can regard the line through New Brunswick only as a through line, and that he would not be justified in lengthening the distance by even one mile to secure local business or to give any county, township or city an advantage of being on the line of railway. He expressed the remarkable opinion that the local traffic to be derived from the central route though will in a few years be considerably in excess of what can be obtained on the river route.

The Pusher Grade.

In advocating the pusher grade he says the only argument that can be used against it would be that as a mistake to make a break in a grade rising eastward. He says for pas-

senger traffic and express delivery the distance between Moncton and Quebec would be reduced by one hour over the river route, and freight delivery by two hours. All passenger trains and all light freight trains could be operated over the pusher grade without assistance. He adds that the distance between Fredericton and all points west of Grand Falls would be five miles shorter by the back pusher route and Canada Eastern than by the river route.

Deputy Minister Butler Approves.

Deputy Minister Butler approves of the pusher grade because during the season of navigation "traffic from Quebec to Moncton will necessarily be confined to local freight and passenger trains," and that the pusher grade would only be in operation for five or at least six months of the year.

Mr. Crockett's Criticism.

Mr. Crockett, on the Transcontinental Railway, vote of \$28,000,000 last night severely criticized the latest report of Chief Engineer Lumsden, recommending the central pusher grade route, showing up the contradictions between his report of May, 1905, and his latest production. He said it was evident from the records produced in Parliament and from what had taken place in connection with the surveys in New Brunswick that the government were determined from the beginning at all costs, and regardless of advantages or disadvantages of either of the proposed routes, that the railway was to be built by the central route. That the interests of New Brunswick and of the whole undertaking from a national standpoint required the construction of the railway down the valley of the St. John, which was without question the shortest route to the nearest Atlantic port, made no difference.

APPOINTED DAY
FOR HANGING
COLLINS

The Reprieved Prisoner Still in
Jail at Hopewell Cape
and Cheerful

NEXT TRIAL WILL
BE IN JUNE

H. A. McKeown and James
Sherrin Will Again
Defend Him

SPENDS HIS TIME
READING AND DRAWING

And Does Not Appear to Allow
the Chance of Conviction
to Trouble Him.

Moncton, April 25.—Thos. Collins, convicted of the murder of Mary Ann McAulay, would have been hanged at Hopewell Cape to-day had the sentence of Judge Gregory been carried into effect. As it is, the prisoner is now confined to a cell in jail in the Albert county shiretown, with the chance of being executed for the crime which he is charged with. His case is to be tried in June before Chief Justice Tuck, and Jas. Sherrin, who was associated with Hon. H. A. McKeown in the prisoner's defence, said to-day that counsel for the prisoner at the next trial would probably be the same as on the last occasion. Hon. Mr. McKeown is now in England, but will return in time to take up Collins' defence. The prisoner at Hopewell Cape, in letters to his counsel, speaks highly of the treatment accorded him in the jail at Hopewell Cape. He spends the time in reading and drawing.

The case of the Intercolonial Railway against Alfred J. Bahang, local wholesale dealer, will not be proceeded with further, having been dismissed by Magistrate Kay.

Railway solicitor Sherrin said to-day that if the point intended to be raised in the Bahang case arose again it will be thoroughly gone into. The contention was whether or not a consignee had the right to take goods out of custody on which the charges were not paid.

STOCK MARKET
RATHER INACTIVE

Montreal, April 25.—The stock market continued firm in tone today, but dealings continued light. Dominion coal strengthened a fraction, 60 1/2, but Dominion iron was unchanged at 19 for Common and 75 for Bonds. Other dealings were in R.R. Bonds at 74 1/2 to 75; Lake of Woods Mfg. 77; Twin City, 96.

On Wall Street.

New York, April 25.—First transactions in stocks showed prices generally lower than last night. There were no important dealings recorded. Northern Pacific fell a point, Great Northern, pfd., and American Smelting and Union Pacific after opening 1/8 higher reached 34. The market opened easy.

A QUOT CLUB
FORMED HERE

The Fredericton Quot Club was formed at a meeting of quot enthusiasts held last evening at the Barker House. The following officers were elected for the ensuing year:

President—His Worship the Mayor
First Vice-president—Deputy Surveyor General Fiewelling.
Second Vice-president—J. Hugh Calder.

Sec. treasurer—John Kinghorn.
Executive committee—A. B. Kitchen, J. A. Lawlor, W. S. Benson, John Fairley and Sandy Staples.

The annual dues for charter members were placed at \$3 for this year. The secretary-treasurer was instructed to order quots and huts for the use of the club, and the president and vice-presidents were authorized to make arrangements for grounds for the club, and it is likely that the enclosure at the trotting park will be turned over to the club at a moderate rental.

Another meeting will be held on Thursday evening next, when the grounds committee will make a report and the executive will submit a set of rules and a constitution.

In addition to those elected officers of the club, a number of other quot enthusiasts were present, the attendance being F. L. Cooper, T. V. Monahan, A. R. Slipp and R. B. Vandine.

500,000 POUNDS
LARD MELTED

Grease Ran Out of Burning
Building in a Stream and
Firemen Worked With
Difficulty.

Pittsburg, Pa., April 25.—One of the most remarkable and spectacular fires seen in this vicinity started last night in the William Sellar Packing Company plant, Spring Garden avenue, Allegheny, opposite this city. Early to-day, when the fire was thought to be under control, a large fireproof warehouse, in which was stored 500,000 pounds of lard, suddenly burst into flames.

All efforts to extinguish the fire in this department were futile and the firemen finally fastened the iron doors of the building, shutting in the burning lard. The interior of the building soon broke out into flames, streams of hot grease ran into a sort of trench prepared in an endeavor to prevent the hot fluid from spreading over the surrounding territory. Danger was encountered at every turn by the firemen, who stood by in case the walls should collapse and allow the blazing lard to reach the adjacent property. Shortly after the fire was discovered last night, when thousands of spectators were gathered around, a dozen large ammonia tanks exploded with terrific force. There was a panic among them, but none were injured. That no loss of life attended the fire is considered marvellous. At 8 o'clock this morning the fire had apparently been got under control. It was said the fire would probably reach \$300,000, partly covered by insurance.

SPAIN BUILDING
MORE WARSHIPS

Madrid, April 25.—In the matter of Spain's naval increase it is understood that the government has decided upon the construction of six battleships of the Lord Nelson type, six fast cruisers, and several torpedo boat destroyers. Three of the battleships will be built in Spain by British firms, and the remainder of the warships in England. Furthermore, the construction of dry docks capable of caring for a vessel of 20,000 tons, will be undertaken at Cadiz, Ferrola and Cartagena.

COUNCIL MAY
DIVIDE EVENLY

On the Question of Allowing
Chief Assessor Henry a
Salary of Six Hundred
Dollars.

It will not be at all surprising if tomorrow evening found the city council evenly divided on the question of keeping Dr. E. W. McKeown Henry in the position of principal assessor and giving him a salary of at least \$600 per annum for his work.

At the last meeting of the council three of the aldermen voted in favor of the resolution to make the pay for the work \$600 per annum and those three will stand pat. An alderman who was not present at the meeting of the council when the matter was taken up before has signified his intention of voting in favor of making the salary for Dr. Henry \$600 per annum, and it is expected that one of those who voted in favor of \$400, as the salary on the former occasion, will join the ranks of those willing to give Dr. Henry at least a living wage for his work.

All Everett when seen this morning by a reporter was not inclined to discuss the question of his great length. He said in part: "I would not take the position and not be allowed to do other work, if the salary was not more than \$400, but I might do it if the understanding was that I should have certain office hours and thus be the office each day. However, I think that the Council should give Dr. Henry a salary of \$600 per annum, and let him do the work up right. But, they tell me that Dr. Henry won't be given the position and that I might as well take it as to give it to somebody else."

LaReane & Lee's Specialty Co.

A pretty home wedding took place last evening at the residence of Mr. William Robinson at Gibson, when his granddaughter, Miss Alice Robinson, and Mr. Roy Dunphy were united in marriage. The ceremony was performed by Rev. H. R. Boyer at 8 o'clock, in the presence of the relatives and friends of the contracting pair. The bride wore a handsome gown of white silk, and was given in marriage by her grandfather. The conclusion of the ceremony a bounteous wedding supper was served. Mr. and Mrs. Dunphy, who have the well wishes of a very large circle of friends, will reside for the present with Mr. Robinson. Among those who attended the wedding from outside points was Mrs. Frank Sadder, of Houlton, Me., who is a guest at Mr. Robinson's.

TO-DAY'S BUSINESS
IN CITY COURTS

Ladds Estate in Probate Court
—False Imprisonment Case
Taken Up In the
Chambers.

In the York County Probate Court this morning letters of administration in the estate of the late Margaret Ladds was granted to her son, Robert Ladds. The estate was sworn at \$1,000, consisting entirely of personal property. Mr. Harris G. Fenety is executor of the estate.

About a year ago, some months before her death, Mrs. Ladds deeded to the Rector of Christ Church her property on Aberdeen street, this city, consisting of two residences. With the agreement that the proceeds from the property should go to the poor of the congregation and of the parish of Douglas, York Co., where she formerly lived.

PEDLAR PALMER IN
SERIOUS TROUBLE

London, April 25.—Pedlar Palmer, the English pugilist, who with another man was arrested yesterday on suspicion of having caused the death of an unknown man, whose body was found in a railroad carriage from Epson after the races, was charged at the Croyden police station this morning with murder. A passenger on the train had testified that he saw Palmer strike the deceased several blows because he refused to stop singing. The prisoner was remanded.

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FIRE DEPARTMENT
BANQUET TONIGHT

Men Instructed to Hand In
Uniforms in Preparation for
Reorganization to
Take Place.

At the general meeting of the Fredericton Fire Department held last evening the men were all instructed to hand in their uniforms at headquarters, this being necessary in connection with the re-organization of the department.

This evening the members of the Fire Department, His Worship Mayor McLeod, the members of the Fire Committee, of the city council and the representatives of the city newspapers will sit down at 8.30 o'clock at a banquet which will be given by the department at the Curling Rink. At this banquet Chief Butler will make the announcements concerning the Fire Department, as it will be after May 1st when the re-organization will go into effect.

The members of the different companies will be called together at a later date to elect their captains.

The firemen have reason to feel encouraged at the success with which they have been meeting in having the members of the re-organized department get the benefit through an increased yearly stipend through the cutting down of the department which will entail extra work upon them. Having to attend all fires will make it necessary for them to be away from their work more than heretofore and now that many men are working nine hour day it is harder for them to get off, many of them being docked in their pay for the time lost attending fires. This, they feel, is an argument in favor of increasing their pay.

Kicked by a Horse.

Mr. Alexander Bird, of Bird Settlement, was recently kicked by a horse. He had his nose broken, lost the sight of one eye and was otherwise disfigured. He is under treatment at the Richards private hospital.

Marysville I. O. O. F.

Nashwaak and Amethyst Lodges, I. O. O. F., at Marysville, will celebrate the 38th anniversary of the order by a social entertainment on Friday evening. Orchestra, addresses, and refreshments.

THE WEATHER.

Toronto, April 25.—Maritime: Northerly winds, showers to-night; Friday, fresh northwesterly winds, fair and cold.