

THE TAR, ST. JOHN, N. B. FRIDAY, MARCH 22, 1907.

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Our entire stock, consisting of Men's, Women's, Girls', Boys', Children's and Infants' Shoes, is rapidly disappearing. If you haven't Shod the family at our Bargain Prices you are losing money.

Sale Prices:
28c, 48c, 98c, \$1.28,
\$1.48, \$1.98, \$2.48,
Reduced from 50c, 75c, \$1.00, \$1.25,
\$1.50, \$2.00, \$2.50, \$3.00, \$3.50, \$4.00
and \$4.50.

Come Today While Your Size is Here.

C. B. PIDGEON,
Cor. Main and Bridge Streets, - - North End
Tailoring, Clothing, Boots and Shoes.

PORT OF MONTREAL
UNDER HANDICAP
Doubts Entertained as to Whether
Shipping Season Will be
Profitable
(Montreal Star.)

Montreal shipping interests are not so sanguine as to the prospects of trade at the port of Montreal for the coming season, and grave doubts are entertained as to whether the season will be as remunerative, as under other and better conditions, it might be. That the port of Montreal is seriously and heavily handicapped is well known, owing in a great measure to the conditions existing in the St. Lawrence channel, and to the high rate of marine insurance which naturally follows. In addition the river conditions which are today getting so much of the trans-Atlantic trade. This condition of affairs requires a remedy, first of all the deepening and widening of the channel, and then in order to be a factor in the competition of the shipping world, Montreal should be made a free port.

Mr. Robert Reford, president of the Redford Company, when asked regarding the shipping prospects for the coming season, stated they were very doubtful. "This is so for several seasons," said he, "trade is changing very materially, and Canada is losing to the United States more competition than formerly especially from the Argentine Republic, Australia, India and elsewhere. Again the high price of lumber in Canada, and the increased demand for Canadian lumber in the United States has greatly decreased the export of this article to Great Britain, while formerly lumber was a very important factor in the cargoes shipped to the Old Country. Great Britain can now buy lumber very much cheaper on the Continent, and the lumber thus purchased serves her purpose equally as well as the Canadian material. Consequently the freights now obtainable on lumber shipments, are much less than formerly, and are so low, in fact, as to make them almost unprofitable.

"The same thing is true of the freights on grain, which give little more than the cost of loading or discharging. The high insurance rates on both ships and cargoes, compared with United States ports and competing points elsewhere, are also a deterrent to Canadian trade. In addition to all this, our river and port charges are too heavy, heavier than in competing ports, and our accommodation and facilities for handling cargoes at present are entirely insufficient and too expensive, thus making the profitable carrying on of a shipping trade in general cargo from Montreal almost impossible. The only business that shows any chance of profit for the coming year is the passenger trade, without which many of the boats could not live."

Mr. Andrew A. Allan, discussing the question, believes it is simply a question of improvement to the channel and the making of Montreal a free port.

"The whole question of the trade of this port is a very broad and a very serious one," declared Mr. Allan. "It is a question of our securing in the St. Lawrence channel the greatest depth and the greatest width of water. The government are doing good work, and we have every reason to believe will continue to do so, and an equal footing with other competing ports that the trade to and from this point will hold its own. The most important part of the entire work is, I believe, the deepening and straightening of the Beaujeu channel."

Speaking of the high rates on insurance, Mr. Allan stated that the rates were not likely to go down very much for the next few years, so long as we have serious accidents in the channel from year to year. The insurance people are not given to forgetting these accidents, and consequently are not in a hurry to make the rates any lower.

**GIRLS' FICKLENESS
CAUSED SUICIDE**
Young Englishman Killed Himself
in Montreal Yesterday
Went Back to Old Country to Find
Sweetheart Married to Brother
Whom He Wouldn't Betray

MONTREAL, March 21.—At a quarter to three this morning Jack Freedy was found in his room, 157 St. Antoine street, lying on the floor, front of his looking glass, his throat cut from ear to ear and an open razor clutched in his right hand.

Freedy was an Englishman, thirty-five years of age, and had been in Canada about a year. He hailed from London, England, and until a few days ago was employed in the freight yards of the C. P. R.

The story leading up to his untimely end is a pathetic and unusual one. Leaving England and his sweetheart last year he came to Canada and went West. Last autumn he returned to the old country with about three hundred dollars in his pocket, resolved to wed and return to the new land.

He was happy and why should he not? He was to get the dearest taste of the proverbial fickleness of the female sex. While he was in far-off Canada, working and saving, his sweetheart had become impatient and married his brother.

But he was a man. The brother was happy and why should he interfere? He would go away again and get over it. The sweetheart, however, was not so easily satisfied. One day he looked at him brought back pleasant memories. The old love returned. He resolved to have Jack anyway, and the brother, well, he could go the road so many others have trod after having had just one taste of sweetness. But Jack was too faithful to his brother, and he was to anything of that sort, and after many little meetings, secret entreaties and intrigues on the part of the girl, to keep out of Montreal Jack ran away, arriving in Montreal some three months ago.

The girl traced him, wrote him, finally telling him in a letter received a few days ago that she was deserting the brother and following him.

The news upset Jack completely. To think that he had been drawn into an affair with his sister-in-law, that before the world he would be thought of as a false and treacherous man, and that he would be regarded as a man who had betrayed his brother, was more than he could bear. He wrote to his brother a heartrending letter, telling his side of the story, then he came to Montreal, and the runaway sweetheart will arrive in this country only to find the corpse of Jack to welcome her.

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PAZO OINTMENT is guaranteed to cure any case of Itching, Blind, Bleeding or Protruding Piles in 6 to 14 days or money refunded. 60c.

PREMIER FORECASTS EARLY CONSTRUCTION OF VALLEY RAILWAY

Highly Important Announcements in the Budget Speech Yesterday

Work Will Begin Shortly on St. John Dry Dock—
Lands Along G. I. P. Reserved for Public—
Mastery Defense of the Government's Financial Policy.

FREDERICTON, N. B., March 21.—The house met at three o'clock. Hon. Mr. Pugsley—When the Imperial Coal Company's bill was before the committee yesterday, the opposition took some objection to the bond issue. He was absent when the bill was disposed of in committee, and he wished to say if he wishes the matter to be further discussed I will be glad to have the bill recommitted and the order for the third reading rescinded.

Mr. Hazen—When the matter was before the committee I had no information as to the value of the company's property, and I expressed my views at that time that the bond issue was too large. But as the majority of the committee were of the opinion that the bill should pass, I do not feel disposed to bring it up again.

Hon. Mr. Pugsley laid on the table the report of the Halifax Board of Education and the report of the Board of the Blind.

Hon. Mr. Lablache laid on the table the papers asked for in regard to the bridge at Pokok.

The Budget Continued
The order of the day being called, Mr. Pugsley, resuming his budget speech, said:
Just before I concluded my speech yesterday I was referring to the amount of work on roads and bridges which had to be attended to by the board of works. I must here correct an error in the statement I then made. I said we had 46 steel bridges, and I should have said we had fifty-eight, all built on stone abutments and of a permanent character.

I should also have referred to the work on bridges of a permanent character which we have built in recent years. Since 1901, since we began to build, we have built some hundred and twenty, ranging in spans from 57 feet long to 180 feet long, and many of them embracing a number of spans.

Many of the structures are on concrete or masonry substructures, and many are of the permanent character. I have not time to go into details of the work on bridges, but I will say that the work on bridges is a very important part of the work of the board of works.

The Dry Dock Discussed
We have also given encouragement to the work on the dry dock, which I believe before long Mr. Robertson will be able to make public announcements that the work on the dry dock will soon begin. A strong company has been formed under our auspices for the development of the enormous waterpower at the dry dock, and the waterpower arrangements have been made and as soon as the plans are approved at Ottawa the work will begin.

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A Valley Railroad
I have said that I was disappointed at the river route not being chosen, but as one of the public men of this country I have not myself in touch with the firm which must be considered among the greatest and most successful railway builders in the world. I refer to McKenzie and Mann, who ten years ago acquired one hundred miles of railway and have gone on to build other railways until they now own over 3,000 miles of railway in Canada and they have never yet opened a new line of railway. I have said that I was disappointed at the river route not being chosen, but as one of the public men of this country I have not myself in touch with the firm which must be considered among the greatest and most successful railway builders in the world. I refer to McKenzie and Mann, who ten years ago acquired one hundred miles of railway and have gone on to build other railways until they now own over 3,000 miles of railway in Canada and they have never yet opened a new line of railway.

Advantages of the Road
There are 70,000 people residing in the St. John River valley in a distance of 143 miles, and most of these people have no railway communication. Take that portion of the St. John River valley between the towns of Woodstock and Fredericton. It is well settled throughout its entire length and by some of the most progressive and intelligent people of the province. Along the whole length of the river between Fredericton and Woodstock there exists perhaps five miles in extent, some of the finest farming land of New Brunswick is to be found along this part of the valley, which is without rail-

way facilities of any kind. The farmers are up to date in their methods and equipped with improved machinery for the greater part, but have no ready access to the markets. The land is adapted to the raising of the finest potatoes, but the interest for a short time, because the C. P. R. today is paying a rental of \$372,829.74 on a total mileage of 466 miles, equal to 4 per cent on \$30,000 a mile. These figures will show how much we have lost by giving subsidies instead of guaranteeing their service. If we had pursued a correct policy this province would now have more than double its net debt to its credit. I feel that these are matters of very great importance and that in discussing them we can well afford to rise above mere party politics.

It will make but little difference to me how this matter turns out, for I have nearly all the glory that is to be got out of public life. But before I leave the political stage I would like to see every thing done that can be done to develop this country, and among my highest aspirations is to see a railway built down the valley of the St. John river. I believe that we have here as good a country as any part of Canada. We have young men who only await the opportunity to distinguish themselves. We are blessed with abundant resources, but we must move ahead, create new centres of industry and new cities and towns. We in New Brunswick are a working people, who want nothing more than an honest reward for honest labor. I look forward to our future with the greatest hope. Let us move forward then with confidence and courage. I have faith in this country and in its people, and I am prepared to make up my mind and look forward with hope, confidence and courage so that we may make whatever we undertake a success.

Mr. Hazen gave notice of inquiry as to the amount paid to the commission of the N. B. Coal and Railway Company in the last four years.

Mr. King presented the report of the committee on corporations.

Mr. Smith gave notice of inquiry as to the roads and bridges in Carleton County.

On the motion of Hon. Mr. Pugsley the Fredericton sewage bill was the order of the day for Wednesday next.

What the Valley Needs
The only thing which prevents the valley region between Fredericton and Woodstock from being among the very finest parts of the province is the lack of communication with the outside world. There is also in this region abundance of good pasture, and sheep raising is fast becoming a profitable industry. There are rich stretches of intervals at Lower Woodstock, Meductic and Southampton, and a fine section of farm land below Hawkshaw called The Barony. Dairying is now carried on to a considerable extent in this industry. Creameries or skimming stations are not common on account of the fact that hand separators are to be found in nearly every house. Cheese factories exist at Prince William and Southampton, the output of which is excellent in quality and considerable in quantity. The nearest markets are in Fredericton or Woodstock, which are reached either by a long haul with team or by the slow and unsatisfactory method of low boats. Farming is thus carried on under the heaviest possible disadvantages and with the least possibility of hope that shall see the trains of the transcontinental railway operated by electricity generated by the water power of Grand Falls. I know that the managers of that company look favorably on the idea and when we consider the advantages of the use of electricity are obvious. I might also refer to the work on the valley of the St. John river, which is a very important part of the work of the board of works.

The House then went into committee on bills.
On the bill to incorporate the Gloucester Navigation Company, Mr. Porter explained that it was a bill to provide for a line of steamers intended to serve a section of country which for years to come could not be reached by a line of railway communication. The route to be covered was about 70 miles, La-Magie and some other points to be served were entirely cut off from the mainland and had no established ferry. It was thought that the service would pay. At all events it would stimulate trade and aid in the development of that neglected section of country on account of its remoteness from the centre of commerce. They were a thrifty and industrious people along the line prepossessed and deserving of assistance. The bill was agreed to.

The following bills were also agreed to:

The bill in amendment of the act relating to the town of St. Andrews.

The bill to incorporate the Jaquet River Boom Company, with amendments.

The bill to incorporate the village of Perth for water and fire purposes, with amendments.

The bill to authorize the alms house commissioners of the county of Kings to issue debentures, with amendments.

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The bill to change the date of holding of municipal elections in the county of York.

The bill relating to sidewalks in the town of Chatham.

The bill to authorize the valuers of the county of York to amend the valuation of the parish of St. Mary's.

Subsequent to the last mentioned bill having been agreed to, the Hon. Mr. Pugsley entered the house and said he had just learned that the bill had been agreed to. He would like to have the bill re-committed for further consideration, as the matter was one of far-reaching importance. He had just become aware of a case of a similar nature which had recently been decided by the judicial committee of the privy council on appeal from one of the courts in Australia, in which the circumstances were similar to the case at hand. He would like to have the bill re-committed for further consideration, as the matter was one of far-reaching importance. He had just become aware of a case of a similar nature which had recently been decided by the judicial committee of the privy council on appeal from one of the courts in Australia, in which the circumstances were similar to the case at hand.

No Subsidy
It seems to me the time has come when, irrespective of party politics, we should try if we cannot give the people of the St. John valley that railway communication to which they are entitled. We ought to have the courage to grapple with this question. I am now only expressing my own views to this house. We ought to be frank with regard to this question. This railway will never be built with the ordinary subsidy. To make it of any value it must be a first class road and a part of the transcontinental system. As a local road it probably would not pay, but if made a part of the transcontinental system, it would make St. John the terminus of a great transcontinental traffic. If we assist this road it must be by a guarantee of bonds. I would not favor giving \$1 a mile of a subsidy. I am opposed to more subsidies for building railways. Our policy should be first to make sure that the railway will pay then to loan the company our credit by guaranteeing their bonds.

Mr. Hazen—The railway is a transcontinental railway.

Hon. Mr. Pugsley—"I have not full information on that point, but I understand that it will be at Woodstock or near it. The distance from Quebec to Woodstock is only 238 miles. I submit that the principle we have adopted for the building of railways is a correct one for if the road pays the province does not lose a dollar. If we had pursued the same course since Confederation, how different our position would have been. I hold in my hand a list of subsidies granted to railways by this province which now form a part of the C.P.R. which I will read. Subsidies granted in aid of railways: St. Stephen Railway, \$6,764.67.

Our Past Mistake
If instead of giving these moneys and lands the province had guaranteed the bonds they would have lost nothing but the interest for a short time, because the C. P. R. today is paying a rental of \$372,829.74 on a total mileage of 466 miles, equal to 4 per cent on \$30,000 a mile. These figures will show how much we have lost by giving subsidies instead of guaranteeing their service. If we had pursued a correct policy this province would now have more than double its net debt to its credit. I feel that these are matters of very great importance and that in discussing them we can well afford to rise above mere party politics.

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Woodstock Railway, \$74,800.
Western Extension Railway, \$1,150,000.
Fredericton Branch Railway, \$227,500.
Hamilton Branch Railway, \$17,500.
St. John Bridge & Railway Extension Co., \$3,500.
St. Stephen and Milltown, \$14,000.
Tobique Valley, \$70,000.
Total, \$1,646,064.57.
Add to this 1,600,000 acres given to N. B. railway from Gibson to Edmundston at \$3 an acre, \$4,800,000.
Total, \$6,446,064.57.
N. B. and Canada railway stock taken by government, \$24,000,000. Total, \$30,846,064.57, besides lands given to N. B. and Canada Railway Co.

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FINEST AND FASTEST
"EMPRESSES"

ST. JOHN, N. B. to LIVERPOOL, via HALIFAX
Fri. Mar. 8. "Tunisian"
(by arrangement.)
Sat. "16. "Lake Erie"
Fri. "22. "Empress of Ireland"
Sat. "29. "Lake Manitoba"
Fri. April 5. "Empress of Britain"
ST. JOHN, N. B. to LONDON, via HALIFAX
Wed. April 10. "Mount Temple"
(2nd and 3rd Class.)
Wed. April 24. "Lake Michigan"
(2nd Class only, \$25.00.)
Steamers marked thus sail from Halifax after leaving St. John.
WINTER RATES NOW IN EFFECT
St. John to Liverpool and Lake Erie carry only one Class of cabin passengers (second class), to whom is given the accommodation situated in the best part of the steamer \$30.00 and \$42.50.
1st CABIN—\$20.00 and upwards, according to steamer.
2nd CABIN—\$10.00, \$15.00 and \$47.50.
3rd CABIN—\$25.00 to \$35.75.
For tickets and further information apply to W. H. C. Mackay, St. John, N. B., or write W. P. Howard, D. P. A., C. P. R., St. John, N. B.

EASTERN STEAMSHIP COMPANY
INTERNATIONAL DIVISION
WINTER REDUCED RATES
Effective to May 1, 1907
St. John to Port
land . . . \$3.00
St. John to Boston
ton . . . \$3.50
Commencing March 22nd, steamers leave St. John on Wednesdays at 8.00 a. m., (Atlantic Standard), for Eastport, Lubec, Portland and Boston, and on Saturdays at 6.30 p. m., direct for Boston.
RETURNING
Leave Boston on Mondays at 9.00 a. m., for Eastport, Lubec and St. John, and on Fridays at 9.00 a. m., direct for Eastport, Lubec and St. John.
All cargo, except live stock, via steamers of this company, is insured against fire and marine risk.
W. G. LEE, Agent,
St. John, N. B.

RAILROADS.
CANADIAN PACIFIC
FOR
EASTER
AT SINGLE FARE
TO GENERAL PUBLIC
Between All Stations in Canada
East of Port Arthur.
W. B. HOWARD, D. P. A.
St. John, N. B.

INTERCOLONIAL RAILWAY
ON AND AFTER TUESDAY, JAN. 15th, 1907, trains will run daily (Sunday excepted) as follows:
TRAINS LEAVE ST. JOHN.
No. 4—Mixed train to Moncton. 6.30
No. 2—Express for Halifax, Camp-
bellton, Point du Chene, Pictou, Pt. du Chene, and Moncton. 7.00
No. 26—Express for Pt. du Chene, Halifax and Pictou. 11.25
No. 8—Express for Sussex. 2.00
No. 14—Express for Quebec and Montreal. 13.00
No. 18—Express for Moncton, the Sydney and Halifax. 12.25
TRAINS ARRIVE AT ST. JOHN.
No. 9—From Halifax and Pictou. 6.20
No. 7—Express from Sussex. 2.00
No. 13—Express from Montreal, Quebec and Pt. du Chene. 13.45
No. 5—Mixed from Moncton. 15.30
No. 25—Express from Halifax, Pictou, Pt. du Chene and Campbellton. 17.40
No. 1—Express from Moncton. 21.20
No. 11—Mixed from Moncton (daily). 4.00
All trains run by Atlantic Standard Time, 24.00 o'clock midnight.
NOTE—A special train (with buffet sleeping car attached) will leave Truro every Saturday night for Sydney and Sydney Mines, after arrival of No. 34 (Maritime Express) from Montreal.
CITY TICKET OFFICE: 3 King street, St. John, N. B. Telephone 271.
GEORGE CARVILLE, C. T. A.

ST. GEORGE'S SOCIETY
ARRANGE FOR DINNER
St. George's Society met last evening in Seemuller's restaurant on Charlotte street. The meeting dealt first with business and afterward devoted itself to a social hour's entertainment. The business transaction was the receiving of the celebration committee's report. Acting on this report, the society decided to observe St. George's day, which is Tuesday, April 23rd, by holding a dinner. The place where this function is to be held will be decided upon later.
On April 21st, the Sunday preceding St. George's day, the society will attend divine service in a body. The service will be held in Trinity Church.

NOTICE TO ADVERTISERS.
Owing to the increased patronage which Advertisers are giving to the Star, we are Compelled to request those who require changes in their Advertisements to have their Copy in the Star Office Before 9 o'clock in the Morning, to Ensure insertion same Evening.
and His Lordship Coadjutor Bishop Richardson, chaplain of the Bishop, will preach the sermon.
When the business of the evening had been disposed of the meeting was transferred to a smoker. Refreshments were served and songs sung by Capt. Laylor, Messrs. Edwards, Morgan and Steve Mathews. The gathering broke up at a late hour.