

I HAD TO STOP WORK FROM THE PAIN

Suffered Ten Years Until "Fruit-a-tives" Cured Him

St. Thomas, Ont., May 2, 1918. "I was troubled for ten years with the most distressing Constipation and Indigestion of the worst form. No one could have been worse with these troubles than I was for this long time. The pain from Indigestion was so severe that many times, I have had to stop work and lie down until the acute pain passed away. I took a lot of medicine—in fact, I guess I took about everything that was advertised—and gave them all a fair test—but got no relief. About a year ago, however, I was advised to try "Fruit-a-tives". I am mighty glad I did so for they seem to be made exactly for me. They gave results in a very short time and I am now free from those diseases and enjoying perfect health. My wife also used "Fruit-a-tives" and we both think they are the best medicine ever made."

Z. J. EDGEWORTH.
80c a box, 6 for \$3.50, trial size, 25c. At all dealers or sent on receipt of price by Fruit-a-tives Limited, Ottawa.

ST. JOHN VALLEY RAILWAY BRIDGES

Terms of Bill Show Change Needed

Year's Delay in Building for N. B. Assembly to Concur

Provisions State Government Will Erect Structures and Approaches and Own Them—No Interest for Fifteen Years, After That a Percentage Rental.

(Special to The Telegraph.)
Ottawa, May 18.—The bill by which the dominion government decides to pay for and build the Valley railway bridges will have to be amended on its second reading unless the work is to be postponed for a year. The bill follows the lines suggested by F. B. Carvell, M. P., in taking the whole thing out of the hands of Mr. Gould and his company and making the dominion government itself build the bridges.

As will be seen from the bill, the last clause unless changed, would mean that nothing could be done until the New Brunswick legislature had met again. Mr. Carvell pointed this out when the bill was being discussed and the government promised to make the change on the second reading in order to permit of the work being commenced this year. A copy of the bill follows here:

An act to amend the Saint John & Quebec Railway act.
Whereas the Saint John & Quebec Railway act, Chapter 46, of the Statutes of 1912, its majesty was authorized to incorporate a company to build and operate a railway between the said city of Saint John and the said city of Quebec in the province of New Brunswick, one across the St. John river at or near Antigonish, in the county of Victoria; one across the said St. John river at or near Mistake, in the county of Kings; and one across the Kennebecas river at or near Ferry Point, in the said county of Kings; and

Whereas the assistance authorized is insufficient to enable the company to build the said railway bridges; and whereas it is deemed advisable that the said company should build the said railway bridges;

Therefore his majesty, by and with the advice and consent of the senate and of the commons, enacts as follows:
1. The governor in council may build the said three railway bridges, including all necessary approaches and appurtenances, and the said bridge approaches and appurtenances shall belong to and be the property of his majesty.
2. The Minister of Railways and Canada may enter into an agreement with the government of the province of New Brunswick and the province of New Brunswick and the province of New Brunswick, under which agreement it shall be provided that:

(a) That for fifteen years after the completion of the said bridges no charge shall be made by his majesty in respect of the cost of the construction of the bridges; and

(b) That after the said period of fifteen years his majesty shall be entitled to the gross earnings of the bridges, being such proportion of the said gross earnings of the bridges (exclusive of the cost of the bridges and of the cost of the approaches and of the appurtenances) as shall be determined by the section immediately preceding.

3. The whole of the Saint John & Quebec Railway act, except sub-section one of section 10 and the schedule, is repealed.

4. This act shall come into force upon a day named in the proclamation to be issued by the governor in council after the passing of such legislation by the legislature of the province of New Brunswick, as may be necessary in the premises.

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They have made their promises in the open—their faces to the world—and they must keep them or be discredited.

The advertising in this newspaper is a reliable guide to the men who "play square".

Mrs. Elizabeth Dunham, of Carleton, probably the oldest resident of St. John, died yesterday at the residence of her son, W. O. Dunham, 9 Dufferin row, West End, in the 102nd year of her age. She had been ill several weeks. She was a most remarkable old lady, who retained her faculties right up to her death, and who was able to describe events of early years with astonishing accuracy.

Up to a few weeks ago she was able to be about the house fairly active and well, and indulged in sewing and knitting which she used to do without the aid of glasses. On February 16 of this year she celebrated her 101st birthday and was then the recipient of hearty congratulations from her friends and relatives. She was always bright and cheery and was esteemed by all who knew her, for her motherly manner and amiable, kindly disposition.

Ever since her birth Mrs. Dunham resided in the West Side, her father, Joseph Ponsford, a native of Birmingham, England, having settled in Carleton in the early years of last century. Quite naturally she was able to tell very interesting tales of the old days of the West End. She had the happy experience of being a great-grandmother to children, thirty-one grandchildren, fifty-four great-grandchildren and four great-great-grandchildren. In all she had eleven children, but of these only two are alive today.

Mrs. Dunham always had been a staunch adherent of the Church of England and for many years had been a member of St. Jude's church in Carleton. She had lived under the reigns of six sovereigns—George III, George IV, William IV, Victoria, Edward VII, and George V.

Her children who are living today are: Mrs. B. Mother of Worcester (Mass.); Mrs. Joseph Ponsford, of South Dakota; Mrs. J. Webb, of Houston (Tex.); George Dunham, of Waterloo, Iowa; and William O. Dunham, of Carleton.

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TELLING CRITICISM OF MACKENZIE & MANN ROAD

Magnates Unwilling to Put a Dollar of Big Fortunes Into Road

F. F. Pardee and F. B. Carvell Declare That Canada is Entering Into a Junior Partnership With a Bankrupt Concern—Say \$45,000,000 Proposed Will Not Complete Line, and Further Aid Will Be Asked in Near Future.

(Special to The Telegraph.)
Ottawa, May 18.—The government partnership with a company which is absolutely broken, and more. It is a policy which is opposed to every Canadian interest. Instead the cost of the stock of the Canadian Northern and its allied companies should be given into the hands of the directors, the government should appoint the directors, and give into the hands of experts railway men, not railway contractors, the task of operating this railway in the interests of the Canadian people.

With this emphatic declaration, F. F. Pardee (West Lambton), chief Liberal whip, brought enthusiastic applause from Liberal benches tonight in closing for the day the heated debate on the Mackenzie-Mann and proposed road.

"For every man, woman and child in Canada these men have received \$26 of assistance, and now the government proposes a benefit to come back which is to be nothing more than \$2 of worthless stock per capita, for the Canadian people," declared Mr. Pardee.

Carvell's Compelling Criticism.
Equally outspoken was Frank Carvell who spoke this afternoon. "More than \$200,000,000 have been begged, collected, and in some cases, almost made from the people of Canada to make these two men millionaires," declared Mr. Carvell.

"Without putting one dollar of their private funds into the enterprise, without becoming responsible for the success or failure of the enterprise, without doing anything but receive money from the taxpayers, they have succeeded in getting this stupendous sum from the people of Canada."

Mr. Carvell was also emphatic in convincing in his condemnation of the government's proposals. He was uncompromisingly hostile to the idea of a junior partnership for Canada with men who had misled parliament and the country and had made a failure of the direction of Canadian Northern affairs since they were in charge.

"I admit that the money has been done to ensure the completion of this road," declared the New Brunswick member, "but when I say that I do not support the scheme, it is not because I am not in favor of granting a single dollar to Mackenzie & Mann."

W. A. Buchanan, of Medicine Hat, put the case thus: "The people want to know first as to the reliable information of the company before they go into a joint partnership with men of the 'get-rich-quick-Willington' type."

Liberals a Unit.
The clear-cut and unequivocal denunciation of the whole bargain by every Liberal speaker tonight emphasized the fact that the Liberals are putting up a united and strenuous fight against the whole one-sided bargain.

Mr. Macdonald's motion of Friday last to reject the whole agreement was the voice of the party led by Sir Wilfrid Laurier. Stories of dissension and showing circuitously by the government to effect the bill, however, were not to be taken into account.

Mr. Bennett and Mr. Noble and the threatened bolt of other Conservatives are on a par with the repeated denials of the same papers during the last session, when the government was going to do something more for the railway knights and millionaires.

A vote on the resolution stage of the proposal will be taken tomorrow. On the second reading the Liberals will put up a number of specific amendments and compel the government forces to go on record against the public interest in opposing to the interests of Mackenzie & Mann.

Western Unemployed Appeal for Work.
Ottawa, May 18.—In the common parlance of the morning, Hon. Frank Oliver drew the attention of the government to a telegraphic appeal received from the Edmonton city council asking him to urge governmental action towards relieving unemployment in western cities, either through grants of money or by furnishing work. Free employment bureaus and the restriction of immigration to bona fide agricultural laborers were also urged.

Premier Borden promised consideration of the request in regard to free employment bureaus. The department of public works, railways and marine, he said, had already been instructed to make every effort to go ahead with any public work which would give employment to those now out of work.

An officer of the labor department, said the premier, would investigate labor conditions of unemployment in western cities.

In answer to a question by Mr. Carvell, the acting minister of railways, Hon. Dr. Reid, said that the G. T. P. had as yet taken over no portion of the National Transcontinental for operation.

While Dr. Reid was replying to the question, Hon. Frank Cochrane, the minister of the department, entered the chamber. His return after a two months' health trip in Europe, was greeted by cordial applause from both sides of the house. Mr. Cochrane's health is much

improved by his trip, but he is under instructions from his physicians to be careful about over-work.

C. M. R. Debate Resumed.
The debate on the G. N. R. aid resolution was resumed by W. M. German, of Welland, on Monday night. Mr. German declared that Mackenzie & Mann would be back again next session for further aid. Forty-five millions now proposed, he would not be half enough to bring the C. N. R. up to the required standard and to complete and equip the system.

The member for Welland urged the need of a thorough investigation of all the affairs of the C. N. R. and of the construction company of Mackenzie & Mann Limited. Last year the mere statement of Mackenzie & Mann and of paid officials had been accepted without reserve as justification for the aid asked for. This year they had been asked again. But there was no sign of actual government investigation and independent investigation. It was first of all absolutely necessary that it should be definitely ascertained just how far the \$45,000,000 would go towards completing the system.

There was, said Mr. German, no difference of opinion on the opposition side that the road should be completed and placed upon a sound basis so that the people could get some of their money back as soon as possible, but they were united also in a demand that a thorough inquiry should be made. The great majority of the people were of the same opinion.

"The public should be the master of the road," he became, instead of being ruled by railway enterprises and men say-so of the promoters. They believe that it should be established beyond doubt that the money which Mackenzie & Mann had received had been spent on the enterprise which they wanted to be further assisted.

Affidavits had been provided concerning the Mackenzie & Mann taking no profits out of the construction of the road. It was a strange thing that Mackenzie & Mann themselves had not made these affidavits. "They take very good care not to make any affidavits," he said, "but they put it up to clerks in their employ to do it for them," he declared.

A. T. J. Defenders.
J. E. Armstrong, Conservative, of East Lambton, said that if the C. N. R. were now forced into the receiver's hands, as the Liberals were apparently doing, the province would be compelled to pay in on the bonds they had guaranteed. The province would be the loser, therefore was one that protected the province, and that they desired the government to take action was very clearly shown by the fact that 140,000 had been received from several of the provinces. What Mackenzie & Mann had been able to accomplish for the west was shown by the fact that 140,000 homesteads had been opened up along the C. N. R.

Mr. Armstrong congratulated the government on the position they had taken in the matter. "What might have been," he said, "to conduct a further investigation into the private affairs of Mackenzie & Mann? The government has already made a thorough investigation."

F. B. Carvell, commented at the outset on the absence of statements from Mackenzie & Mann. "The fact that Mr. Foster is not a body during the speech of R. B. Bennett, and there was unhappily given in the face of Hon. W. F. Peltier. He noted that Hon. W. F. Peltier to follow him, and he advised that hon. gentlemen to have better evidence for his statements than he had last year when he assured the house that the subsidies of \$15,000,000 would complete the enterprise. He feared that Mr. White had been misled by Zebulon A. Lash, with whom he had been associated in the leadership of the 'mole eighteen' who saved the empire in the reciprocity campaign.

Mr. Carvell said that the present situation was unique in the history of the continent. Over \$200,000,000 in cash or its equivalent had been 'begged, collected in some cases almost threatened,' and the governments of the dominion and the provinces had been asked to contribute millions. These men were called patriots in spite of the fact that they had almost 'begged' this money out of the people of the empire.

Mr. Carvell admitted that it was necessary that something should be done to prevent the Canadian Northern system from being taken over by the government. He then went on to discuss the financial details and presented an estimate made from figures submitted by the government. He said that it would take \$22,000,000 to pay the pressing liabilities of the C. N. R. and to put it in a position so that it would be safe to run.

(Continued on page 7)

TIGHTENING COIL AROUND BECKER

Former Confidant Turns on Him

Plitt Swears Accused Planned Murder of Rosenthal

Asked Him After His Arrest to Kill Jack Rose—Negro Boy Declares He Heard Police Officer Conspire With Others for the Killing of the Gambler—Prisoner May Not Testify Now.

(Canadian Press.)
New York, May 18.—District Attorney Whitman today completed his case against Charles Becker by placing on the witness stand two men, whom he considered his star witnesses—Charles B. Plitt, Jr., the former policeman's friend, companion and press agent, and James Marshall, a negro youth who said he saw Becker and Jack Rose talking at the "Harlem conference," which was declared before the grand jury to have been the "heart of the conspiracy to murder Herman Rosenthal." The gambler's widow and several other persons also testified before the prosecutor declared his case closed.

Plitt swore that Becker had asked him while on board a train on the way from New York to the death house in Sing Sing prison, following his conviction, to kill Jack Rose. Plitt also said Becker had made him carry messages to Jack Rose, both before Rosenthal's murder and after Rose was locked up in the Tombs charged with having taken part in the crime.

Marshall went fully into the details of his alleged operations as a "stool pigeon" for Becker. He was placed on the stand as the "disinterested witness" in the "Harlem conference," which the court of appeals said was essential to legally convict Becker as the instigator of the plot that resulted in the killing of the gambler.

Becker warned Plitt before the murder to keep away from Times Square the night it occurred and also to establish an alibi for both Plitt and himself, according to Plitt.

Until five months ago Plitt had been considered by Becker's counsel to be one of Becker's best friends, and in fact, he made several affidavits, calculated to show the former policeman's case. His testimony today was a complete surprise to the defence.

The defence will open its case tomorrow morning. Becker will not be the first witness. His attorneys, after a conference tonight, refused to say definitely whether he would be called later, although it is known that Becker has demanded that he be given an opportunity to speak for himself. Mrs. Becker will positively go on the stand and try to save her husband from the electric chair. She is expected to contradict much of the testimony given by witnesses for the state who swore that Rose and her husband were very friendly. It is understood that she will also attack Plitt's testimony.

If Becker testifies it is understood he will admit he met Rose on many occasions, but will assert that the relations between them were simply those that exist between every policeman and his "stool pigeon," which Rose admitted he was. There are about thirty witnesses named subpoena to testify in Becker's behalf.

BIG INCREASE IN CANADA'S SHIPPING

115 Vessels More on Registry Book Than Year Previous.

Ottawa, May 18.—That the total number of vessels on the registered books of the dominion on Dec. 31, 1918 was 2,544, measuring 696,968 tons, is the information received from the annual report on shipping just issued by the department of marine and fisheries. These figures represent an increase of 115 vessels and 60,887 tons, as compared with 1917.

The number of steamers on the register book on the same date was 3,847 with a gross tonnage of 111,613. Assuming the average value to be \$80 per ton the report states that the value of the registered tonnage would be \$26,929,040.

The number of new vessels built and registered in the dominion during 1918 was 844 measuring 104,164 tons. Estimating the value of the new tonnage at \$40 per ton gives a total value of \$1,967,960.

During the year 201 vessels were removed from the registry book. It is estimated in the report that 90,868 men, boys, inclusive of the masters, were employed on ships registered in Canada during the year 1918.

MONTREAL BANK CLERK MISSING; THEFT CHARGED

Deserted Young Wife—Girl Stenographer Thought to Have Fled With Him.

Montreal, May 18.—A dashing young woman, the stenographer of a bank, who was thought to be the thief in a Montreal banking circle, the clerk and the lady are gone from the city. The lady is thought to have fled from a Westmount home, which she had broken through, and she is believed to be in another home. Across the continent she is spreading her net for the capture of the fugitive and his fair paramour.

Vassil L. Delmage, until he had calculated in the head office branch of the Merchants Bank of Canada, corner of St. James' and St. Peter streets, is wanted by the detectives on a charge of using the money of the bank for his own purposes. A hurried scrutiny of the accounts have revealed a shortage of \$1,000 missing, but as this is in recent transactions, it is thought that the amount will be far larger when the entire accounts he has handled for three years have been investigated.

A week ago last Friday Delmage left the bank, since that time he has not been seen. He became suspicious of his accounts were under scrutiny, and fled. He went out from the office at night and never showed up in the morning. A dashing young man, who used to transact business at the bank, is said to have disappeared from home that same night.

GRAND TRUNK WHEELS STOP A MINUTE FOR WAINWRIGHT'S FUNERAL

Montreal, May 18.—The funeral of the late William Wainwright, vice-president of the Grand Trunk Railway Company, took place this afternoon. A service was held in St. James' the Apostolic church, which was attended by representatives of the dominion and provincial governments, the railways and the city. Every train on the Grand Trunk and Grand Trunk Pacific stopped for a minute at 2.30, the hour the interment in Mount Royal cemetery was taking place.

SAY ULSTER EXCLUSION WOULD BE DISASTROUS

Prominent Men Declare That Another Solution of the Home Rule Question Must Be Arrived at—Lord Dunraven Says Self Government for Ireland is Inevitable and the Country Must Not Be Divided.

(Montreal Gazette Cable.)
London, May 19.—Another protest against the partition of Ireland as the only solution to the home rule question appears in the form of a letter to the Daily Telegraph bearing eight prominent signatures, including those of Sir Roger Casement and Darrell Figgis. Their argument is that no Irishman desires partition and that every part of the country would suffer. The suggestion is made that a conference of Irishmen should be convened in Ireland either before or after the passage of the bill to consider a possible scheme to avoid so grave an alternative.

That home rule modified by the permanent exclusion of Ulster would be the worst possible form of home rule, fatal alike to Ireland and in its reaction to England, is a statement made to the Manchester Guardian by Lord Dunraven, the well-known authority on the Irish land question.

Exclusion, he thinks, even if designed at first to be but temporary, would mean perpetual exclusion, involving aggravation from both sides, imperfection of all kinds of annoyances, and accentuation of creed and class differences. Surely the opposition could not wish, since some form of home rule was inevitable, that Ireland should have the worst form.

The only rational basis for an agreed measure of amendment would be attraction of these terms of home rule, which bill conflicting with the position of the imperial parliament under a federal scheme for the United Kingdom. Such a bill must deal with customs, excise and postage, and it ought, in his opinion, to adopt the Canadian system, whereby the powers of the legislatures subordinate to parliament were defined, while all the residual powers and functions remained with the supreme parliament.

In this case it would be at least possible for Ulster to accept the measure, with additional safeguards such as proportional representation in the commons, and also in the second chamber, which would be largely representative of the Ulster population.

He hoped the Unionists would agree to a wisely constructed amendment bill.