

(N. S.), are guests of Mr. and Mrs. A. G. Bailey. Mr. J. Norman W. Winslow is absent on a trip to Montreal and New York.

Miss Annie Ross left last week for Alberta, after spending a few months with her parents, Mr. and Mrs. Robert Ross.

At a meeting of the Ladies' Golf Club held at the home of Mrs. T. P. Sprague on Wednesday evening, the following officers were elected: Pres., Mrs. William Dickinson; Vice-Pres., Mrs. I. F. Sprague; Sec., Miss B. K. Dobbie; Treas., Mrs. W. P. Jones; Mrs. W. B. Delyea, Mrs. G. A. White, Mrs. J. S. Creighton, Miss Jessie Denison.

Miss Isabel Love and Miss Jennie Robinson, of St. Stephen, were guests of Mr. and Mrs. H. V. Dalling last week. Rev. T. C. Philbrick, of St. John, was a recent visitor in town.

Miss Jessie McWhirry and Miss Jessie Frink, of St. John, were recent guests of Miss Inez Burt last week.

Miss Maude Lowery left Wednesday for Plymouth (Mass.), where a position is awaiting her. Miss Lowery was accompanied by her mother, Mrs. J. W. Lowery, who will spend several weeks visiting friends before returning to St. John.

Miss Ina Lockhart returned Tuesday from a very pleasant visit at Campbellton and Moncton. Miss Hazel Moore, who has been the guest of Mrs. E. C. Corey for the past week, returned Tuesday to Penobscia.

Miss H. W. Wilson, of Montreal, and Miss Alice Keith, of St. John, are visiting their mother, Mrs. M. B. Keith.

Clinton Ward, of Arlington, was felled by an enormous tree in R. W. Kinsman's lumber yard at Cape Spit. His face was horribly lacerated.

The Rev. H. S. Davison, who is in temporary charge of St. Andrew's Presbyterian church, Annapolis Royal, is in connection with an appointment to the Semitic faculty of Canadian University.

W. C. Bill, who has been visiting his parents, Mr. and Mrs. C. R. Bill, has returned to his home in the Canadian west.

Miss Violet Johnson has returned from New York, where she has been attending the art school.

Miss S. G. Linton intends going to Winnipeg next month. She has been acting as organist in Pleasant Street Methodist church.

Mr. F. B. Schurman has left home for a western trip, and will probably go as far as Edmonton.

Mr. W. H. Rennie has returned from England. Mr. and Mrs. Norman J. Layton left last week for North Carolina.

new of Providence (R. I.), is visiting friends here. The marriage took place Wednesday morning of Mr. Frank D. Graham, of Edmonton, only daughter of Mr. Gilbert Graham, of Brookfield. The ceremony was performed by Rev. Wm. Travis, of Edmonton, brother of the bride. Immediately after the ceremony the happy couple drove to Amherst, where they took the train for their home in the west, followed by the good wishes of their many friends in St. John, who have been in town this week.

Mr. Roland W. Robb has returned from Montreal. The St. Stephen's church quartet, comprising Rev. Geo. Wood, Messrs. R. M. Emery, W. A. G. Brown, and J. M. Brown, sang at the Grand Village on Wednesday to assist at an entertainment.

Mr. Wm. Travis returned to Edmonton on Wednesday. He was accompanied by his wife, Mrs. Travis, and their children. They were in St. John on their way to Amherst, where they will spend some time before returning to Edmonton.

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TO BREAK QUICKLY A COLD. Mix half an ounce of ...

who has had a pleasant visit of two weeks in St. John with relatives. Mr. and Mrs. J. Howe D. ...

Frederick N. B. March 25.—The case of James Tibbits vs. assignment of Manley H. Craig, by Ernest Hutchinson, is to be tried before Judge McLeod at Amherst circuit court tomorrow.

Mr. H. H. Magee spent a few days of last week with friends at Salisbury. Mrs. D. B. Macdonald entertained a number of friends at a dinner party last Friday evening.

Miss Maude Lowery left Wednesday for Plymouth (Mass.), where a position is awaiting her. Miss Lowery was accompanied by her mother, Mrs. J. W. Lowery, who will spend several weeks visiting friends before returning to St. John.

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POWER TO EARN. depends largely on your attitude. can increase the power at small cost.

LETTERS TO THE EDITOR. THE LOCH LOMOND ROAD. To the Editor of The Telegraph: Sir—Will you kindly allow me the use of your paper to call the attention of the road authorities to the present scandalous condition of the Loch Lomond road?

At a meeting of the executive of the United Baptist Association of the Maritime Provinces held at St. John a week ago, the chairman and secretary were instructed to correspond with institutions in England and the United States with a view of securing ministers to meet the scarcity now prevalent in New Brunswick.

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WHY BAPTISTS ARE SEND AWAY TO GET MINISTERS HERE. Rev. Dr. Manning, Mission Secretary, Discusses Reason for Scarcity of Clergymen in New Brunswick.

There are on this page three pictures—pictures of human life, as unlearned inherited wisdom perverts human life. There are here and there in the world men that can rise up and be men, even under the handicap of great inherited wealth, acquired in early life.

There are men that succeed in spite of poverty. There are men that long toothily and idly for the great fortunes of which America talks and for which America struggles. There are others, loving but misguided fathers and mothers, that long for great fortunes to leave to their children. All of those whose minds are fixed upon great sums of money, whether for themselves or for their children, are invited to study and to think on their own account of the three pictures on this page.

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ROMANTIC MARRIAGE OF ENGLISH TEACHER TO NEW BRUNSWICK MAN. London, March 22.—Respecting the romantic engagement of Miss Kate Warden, of Henham, Essex, to a settler in Canada...

NO MORE SEASICKNESS. The Gyroscope Can Steady the Largest Vessel—Deprives it of Its Rolling Even When Lying Broadside to the Sea.

NOVA SCOTIA BRIDE OF A FEW MONTHS DEAD AT TRINIDAD. Halifax, N. S., March 21.—A cablegram from Port of Spain, Trinidad, brings the news of the death of Mrs. Thomson, formerly of Rev. Wm. McC. Thomson, formerly of New Glasgow. There were no particulars in the message.

Dear Mother. Your life one constant care in Fall and Winter months. They will come again, and you will be glad to see them.

KAISER A MERCHANT AND ASKS ORDERS. Pottery is Made on One of His Estates, and He is Not Ashamed to Canvass.

NICARAGUA CAPTURES HONDURAN CAPITAL. Washington, March 25.—Senator Core, the Nicaraguan minister, tonight received a despatch from President Zelaya, of Nicaragua, announcing the capture and occupation of Tegucigalpa, the capital of Honduras.

LITTLE DAUGHTER INNOCENTLY HELPED FATHER SUICIDE. New York, March 25.—With the innocent aid of his little six-year-old daughter Violet, Theodor Schmidt, a painter, who was partially paralyzed, committed suicide today with illuminating gas, in his home in East 130th street.

Boston Theatre to Run Vaudeville. Boston, March 25.—The Boston Theatre, the largest and one of the oldest theatres in Boston, for the home of grand opera, will be devoted to vaudeville next season. The B. F. Keith interests are to be behind the move, and the Boston Theatre and Keith's playhouse will be run to offset the Klaw & Erlanger houses, recently acquired in this city.

SHILOH. This remedy should be in every household.

THE SEMI-WEEKLY TELEGRAPH is published every Wednesday and Saturday at \$1.00 a year, PAYABLE IN ADVANCE, by the Telegraph Publishing Company, of St. John, a company incorporated by Act of the Legislature of New Brunswick, under the name of THE SEMI-WEEKLY TELEGRAPH COMPANY, Limited. R. W. McCREADY, Editor. S. J. MCGOWAN, Bus. Mgr.

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IMPORTANT NOTICE: All remittances must be sent by post office order or registered letter, and addressed to the Telegraph Publishing Company, St. John, N. B. Correspondence must be addressed to the Editor of The Telegraph, St. John. All subscriptions must, without exception, be PAID FOR IN ADVANCE.

AUTHORIZED AGENT: The following agent is authorized to canvass and collect for The Semi-Weekly Telegraph, viz: Wm. Spomerille

Semi-Weekly Telegraph ST. JOHN, N. B., MARCH 27, 1907

TO SUBSCRIBERS: Bills to subscribers to The Semi-Weekly Telegraph who are in arrears have been sent out during the last few weeks. Many of those receiving bills will be reminded that the amount is long overdue. Prompt remittance is now in order. We give good value for the money. Now we are asking for what you owe. And we want you to keep on taking The Semi-Weekly Telegraph, the best there is in the market.

Sincerely yours, The Telegraph Publishing Co.

A GREAT OPPORTUNITY: The most important announcement made in the legislature of New Brunswick for very many years, since it may be fraught with benefits the extent of which it is difficult at this time even to estimate, was that made yesterday by Premier Pugsley, relative to the proposed line of railway down the St. John valley from Woodstock to St. John.

The Telegraph will not attempt, indeed it would be useless to attempt to add anything to the statement of the merits of the project set forth in the brilliant speech of the premier. If by a reasonable guarantee of bonds the proposed line can be made not only to serve a region of unsurpassed fertility and boundless resources, but at the same time become part of a transcontinental system having its terminus at St. John, there is no citizen of New Brunswick who will not hail the opportunity with gladness. As the Frederick Gleason (opposition) said Wednesday in discussing a rumor touching this matter—"The Mackenzie & Mann proposition, whenever it comes, will have the hearty support of the people of this province; it is a business proposition which has to do with neither political party."

For years the need of a railroad by the valley route has been recognized, and it was hoped by the people along the route that the Grand Trunk Pacific would come their way. When the central route was chosen, Premier Pugsley at once put himself in communication with Mackenzie & Mann, with the result that they have expressed their willingness to survey the route and if satisfactory terms can be made with the provincial government to proceed with the construction of the line. It is unnecessary to point out that no more desirable outcome could be suggested, since these great railway builders, among the foremost now in Canada, are seeking an eastern outlet for their transcontinental line, and if they construct the St. John Valley route the port of St. John stands to reap vast benefits.

Dr. Pugsley emphatically states that he is opposed to the idea of a subsidy, and evidently he is satisfied that a guarantee of bonds will be satisfactory to Mackenzie & Mann. He points out with admirable clearness what the subsidy has cost the province in the past, and sets his face against the continuance of such a policy. There can be no question that the line of railway can be constructed with easy grades, and develop a very large local traffic. Indeed, the traffic already averages the road, and there is, as the premier points out, all the opportunity for expansion which one of the most favored regions in Canada can offer to enterprise and industry. Whether the line be regarded merely as a local one traversing so rich a region as the St. John valley, and enabling the farmers, stock-raisers, dairymen, lumbermen and manufacturers to reach the markets, while it would also afford city folk easy means of access to charming resorts; or whether we consider it merely as an important link in the transcontinental chain, the vast importance of the proposition made must impress all minds. The government does well, therefore, to give the matter the fullest consideration, and if legislation along the lines indicated in the premier's speech is submitted it will deserve the most sympathetic consideration of the whole house.

The Telegraph's correspondent intimates that the speech in question created a notable sensation in the house, and this may readily be believed. Dr. Pugsley is to be congratulated on having made one of the most notable and significant speeches heard of late years in the legislative halls in Fredericton.

TOO BAD--ISN'T IT? Most United States editors who desire Great Britain and Canada profess a deep and continued friendship and speak of the British Empire in terms of respect. There are noteworthy exceptions, Mr. Hearst, as was pointed out recently in these columns, believes Anglo-American friendship is a sham and does not scruple to assert that the Americans, some day, are going to banish the British flag from this continent. The Minneapolis Tribune has just

discovered that Japan is not going to fight the United States because the British are compelled by selfish motives to keep the Japs in check. Says the wise and temperate man of Minneapolis: "The English have favored on for ten years after spitting on us for a hundred because our entry into the arena of world Powers pointed out to them a new line of self-interest. They could not face us quickly in our own fixed belief in changed conditions."

"But the English do not want to change between the loss of India and the loss of Canada. The sentimentality of them do not want to feel bread riots exploding under them. Who else is going to furnish Japan with money for a struggle as long and costly as would be a war with the United States?"

"The Minneapolis man does not speculate upon these matters. He wastes no time over the improbable, but speaks positively, as one touched with the fire of prophecy or prevision. It is interesting to contrast his anti-British rhapsody with the sentiments expressed by Secretary Root a few months ago at Ottawa. Let us follow the Minneapolis man as he sets up and demolishes his men of straw: "If the British Empire had to choose between the loss of the crown colony of India and the most independent dependency of Canada, which would she choose to keep? While we are discussing the thing so improbable as a war between Japan and the United States, we may as well consider how it would affect our domestic relations on the North American continent."

"Such a war would put Great Britain in a very embarrassing position, even if it did not arise until after the present Anglo-Japanese treaty had expired, she would be under powerful pressure to renew that treaty. It was made to safeguard the Indian empire, the loss of the Indian empire might be the consequence of its rupture. "The Russian nation will be more formidable than ever when it issues from its agony of new birth, smarting under domestic humiliation and eager to wipe out its memory with the glory of a foreign conquest, like the French Republic. What would become of India, if Japan were to offer a regenerated Russia a free hand in South Asia as compensation for her own expansion in the north and in revenge for the desertion of Great Britain?"

"On the other hand, what would happen to Canada if Great Britain were forced to save India by adhering to her alliance with Japan in a future war between that country and the United States? Our navy would be a poor showing against the combined navies of England and Japan. We should be relieved of all our inland water and air routes, and be left our own borders by an extensive blockade. "We could live under these conditions, as we lived from 1812 to 1815, consuming our own fat of internal resources while Europe starved. Socialism, blazed and ancient thrones fell in ruins for want of our exports. The penic national movement that had increased a thousand fold since 1815 would burst the imaginary line of the Northern land border to overrun the continent from Labrador to British Columbia and from the Great Lakes to the frozen ocean, meeting the Japanese in Alaska. "Rags would be in his halls, and in exchange for a few pecunias islands, when the civilized world forced our enemies to sign a treaty and open our markets to its starving and rioting inhabitants. "Considerations like this should be far more powerful to avert war between Japan and the United States than any hollow affectation of international amity. There are no international friendships except those based on common interest. The friendship of half a century ago which held the hand of Japan from war with the United States if she could gain more than she lost by it."

In this pleasing statement there is only one reasonable element. It is the virtual admission that if the United States should go to war with any first class power the islands taken over as a result of the victory over Spain would be lost. The remainder of the story is merely a leaf out of a dream book.

CHAMPLAIN MONUMENTS: The monument to perpetuate the memory of Champlain by means of a monument has spread to the English speaking section of the province of Quebec. It is proposed to erect a monument to Champlain on Isle Aux Noix. Mr. W. M. Pattison of Clarenceville writes to the Bedford News, applauding the suggestion, and urging that historical societies all over Quebec province take up the question and solicit aid for funds to erect the monument. We quote a portion of the letter: "I was much gratified to observe in a recent issue of the News, from the pen of Mr. M. Cox, of Granby, an endorsement of a long desire of mine to live to see on Isle Aux Noix setting monument to the intrepid founder of New France, and now that the views expressed some years ago at a picnic, held on the historical island by the Historical Society, have found a second, I would suggest that the motion be submitted without delay to the English-speaking people of the province, at home and abroad, and the aid solicited should come from them. It certainly seems appropos at this moment, when every effort is being made to unite and bring about a feeling of mutual interest between the two races. Now, I am satisfied that in every city, town and village in the province, there are many English people who have the brains to organize and the vigor to carry out such a movement. The time seems short to expect the full realization of the project by 1908, the centenary of Champlain's first setting foot on Isle Aux Noix, with his trusted Indian guides, on his way to the great lake which justly bears his name; but we are living in an age of progress and rapid advancement."

Mr. Pattison further writes that a booklet on Isle Aux Noix and Champlain, illustrated, and of much historic value, will be issued soon, and the proceeds of the sale added to the monument fund. He says: "Mr. E. D. T. Chambers, librarian of the Literary and Historical Society of the City of Quebec, has kindly furnished me with a typewritten copy of a speech delivered in 1864 on Champlain by the late T. D'Arcey Metcal. Then the architect of the Dominion, Mr. Doughty, has furnished from the archives at Ottawa copies of records regarding the historical island of great value. These, with what can be gleaned from Parkman, the great American historian, and from Dr. Dix, former professor in history of Princeton University, and also from other authors of note, will be incorporated in the booklet on Isle Aux Noix and Champlain."

The movement on the part of the English-speaking people of Quebec should encourage the New Brunswick legislators to

make the grant asked for to complete the fund for the monument in St. John. Doubtless this grant will be made in a few days, so that the arrangements may be completed.

WHOLESALE GRAFT: Astonishing revelations of wholesale graft have been made in connection with the civic affairs of San Francisco. Assistant District-Attorney Frank J. Heney and Detective W. J. Burns have been probing into municipal affairs for six months, and last week the result was placed before the grand jury, which filed seventy-five indictments charging bribery. A San Francisco despatch of Friday last gives the following amazing statement of the case: "Of the seventy-five indictments, sixty-five are against Abraham Ruef, charging him with bribing the Board of Supervisors to grant franchises to the United Railroads, the Home Telephone Company, the Pacific Telephone and Electric Company, and the so-called 'Prize Fight Trust.' Ten are against T. V. Haley, formerly general agent of the Pacific States Telephone and Electric Company, who is charged with having bribed the supervisors not to grant a franchise to a rival company. "Of the sixty-five counts of bribery against Ruef, fourteen are in connection with the granting of the overhead trolley franchise to the United Railroads. Thirty-nine are against Haley, and are based upon the money alleged to have been spent by the gas company to procure an eighty-five-cent rate as against a seventy-five-cent rate; thirteen refer to the alleged passing of money by the Home Telephone Company to obtain a franchise for a bid of \$25,000, and which it has been declared was worth at least \$100,000, and eighteen indictments are based upon the alleged bribing of the supervisors by Ruef to grant right permits only to the so-called 'Eight Trust' company, which is composed of 'Eddie' Grimes, Morris Levy, James Coffroth, and Willis Britt. "The money in all these cases is alleged to have been handled by Ruef, who, according to Heney and Burns, was the agent and broker between the public service corporations and the Board of Supervisors, and a sort of general distributing agent for all who desired privileges from the supervisors. "In the overhead trolley deal, Ruef, according to Burns, got \$485,000 from the United Railroads, of which Ruef is alleged to have divided \$91,000. Of this amount \$40,000 is said to have been paid to each of the fourteen supervisors; two received \$10,000 each, and one \$15,000. "In the restricting of boxing permits to the Fight Trust, 900 indictments were introduced providing for the government of cities of a certain size by commissions like that of Galveston; and a large number of individuals in cities throughout the country are considering charters for themselves along the line of the Galveston plan. Memphis, which for twenty-five years has been a form of municipal commission government, but which lost it two years ago through political influences has a bill in the Tennessee legislature to re-introduce the plan, and is hoping for a chance of success. The people of Memphis expressed their preference for a return to commission government last year, and it is said that the city council has had discussions of this form of government ever going on through the entire country—special interest being shown in the cities of New England."

One of the first acts of the next St. John city council might well be to make a full enquiry into the workings of government by commission, with a view to having business principles applied to the government of this city. "Municipal government," said President Eliot of Harvard, "is the art of getting things done in a decent and efficient manner."

BACK TO THE SOIL: The following paragraph from the Eastern Chronicle, Glasgow, takes note of a movement of much importance to that section of Nova Scotia, and one which it is hoped may spread over the provinces. We quote: "It is most encouraging from an agricultural point of view to see the number of vacant farms which are being settled upon recently in this locality, or rather the individuality of excellent people to the farming sections. We have in mind at this writing at least six families of means who have purchased farms, and are settling upon them. The changes began about twelve years ago. At that time the railways on this continent were face to face with the necessity of enormous expenditure. "Equipment Doubled. "As a first preliminary," said Mr. Emerson, "the capacity of freight cars was increased, until the maximum load was brought up to 100,000 pounds, instead of what was formerly in use, namely, 40,000 pounds. The necessity for more tonnage led to the use of 60,000 pounds. A few years ago it was 40,000 pounds, an increase of 60 per cent. "Locomotives have practically doubled in weight and in price. The rails were unable to carry this heavier class of rolling stock and had to be replaced by steel rails. The heaviest class of locomotives had to be provided and more of them; all yards had to be increased in length and number of tracks. Larger couplers, more water and larger tanks also had to be provided. "The passenger rolling stock had to be increased in strength; greater luxuries were demanded by the traveling public, so that much more expensive cars for first class coaches, sleeping cars and dining cars had to be provided. A heavier class of locomotive naturally followed to handle such heavy passenger trains. "It followed that the shops were wholly inadequate to handle the repairs. The tools were too light, and the round losses too short; the turntables had to be increased in length and in strength. Formerly, two men could go to any locomotive in use and carry a side rod to a tool and do any work on it, but today it required the services of a crane. "System Rebuilt. "In fact, the entire system of railroads on main lines throughout the continent of America have been practically rebuilt within the past ten or twelve years. The Intercolonial railway has been following in the path of the others, as a necessity it had to do, or go out of business entirely, and be closed down. "As on all other roads, portions of double track had to be built, and reduction in grades had been made. This latter portion of the work on the Intercolonial railway, owing to its location, has not been carried out to anything like the ex-

tent on the other great railway systems in America. Notwithstanding the efforts made, the Intercolonial railway is still very much short in its car supply. Owing to the peculiar position of the line, it is a road that always will have a great number of its cars away from home; inasmuch as the larger portion of the traffic originates on its line and goes abroad. Less traffic comes to the road from foreign roads, which naturally send our cars abroad without the usual compensation of foreign cars to replace our own. The fair return of our cars would enable us to give much better satisfaction to our customers. The dishonest diversion of our rolling stock by certain American roads is a matter that requires the serious attention of the railway management. On November 8, 1906, the total Intercolonial railway cars of the line was 4,407; foreign cars on our line, 1,632; short owing to interchange and cars on branch lines, 2,028. "The usual remedy for dishonest diversions is to refuse to exchange business with the offending road. Unfortunately, in the case of the Intercolonial, if this remedy were enforced it would mean ruin to its best customers, for the reason that the market for wood products is in the United States, and on the lines of the offending roads. "Ten Years' Comparison. "It may be of some interest to compare the railway as it was in 1896 with the line 1906, dealing only with the salient features: "Length of line—1896, 1,182.5; 1906, 1,477.5; increase 25 per cent. "Capital invested—1896, \$55,267,044.53; 1906, \$1,228,728.50; increase, 41 per cent. "Number of locomotives—1896, 1,947; 1906, 3,777; increase, 93 per cent. "Passenger car service—1896, 276; 1906, 479; increase, 72 per cent. "Freight car service—1896, 6,687; 1906, 10,519; increase, 56 per cent. "Tons of freight—1896, 77,000; 1906, 129; increase, 67 per cent. "Engine mileage—1896, 4,774,961; 1906, 9,344,611; increase, 95 per cent. "Train mileage—1896, 3,842,502; 1906, 7,424,811; increase, 93 per cent. "Car mileage—1896, 40,065,681; 1906, 82,746,123; increase, 107 per cent. "In addition to the above the line has been relaid with 80 lb. steel rails replacing 62 lb. I. C. R. "Nearly the entire line has been re-ballasted. "Bridges have all been replaced and on a scale adequate for any reasonable increase in weight of rolling stock. "New terminals have been provided at Sydney, North Sydney, Halifax, St. John and Moncton. "New round houses at Chaudiere Junction, River du Loup, Stellarton, Sydney, St. Flavie, Campbellton, St. John and Truro. "A fine modern brick passenger depot has been built at Sydney, another at Pictou, another at Westville, another at Stellarton, another at Antigonish and another at Macaan. "An adequate terminal passenger station was provided. A large number of smaller depots for passengers and freight service have been added, wherever business conditions seemed to warrant. "Two elevators were constructed, one at Halifax, the other at St. John. Increased deck accommodation has been provided at both of these important ports. "Every passing track on the line has been track built and lengthened, and at all important places additional sidings have been added. "The effect of such expenditure on the business of the country and on the railway, has been beneficial as is evidenced by the preceding statement of the great increase in engine, train and car mileage. "Mr. Emerson gave a comparison of train, engine and car mileage and tons one mile earnings on the Intercolonial between 1905 and 1906. The freight train mileage in 1905 was 4,730,805, an increase of 326,570. The passenger train mileage was 2,094,230, a decrease of 198,494. Light and shunting engine mileage of 1,870,680, an increase of 229,268. The total engine mileage for 1906 was 9,344,611, a decrease of 95,782. The freight car mileage was 78,390,740, an increase of 5,630,928. The passenger car mileage was 15,346,577, a decrease of 188,979. The total car mileage was 93,746,123, an increase of 5,441,949. The one mile earnings were \$31,211,445, an increase of 195 of 140,161,718. Tons per mile increased 15.9 per cent. Passengers carried numbered 2,757,100, a decrease of 73,800. The revenue in 1906 was \$7,643,630, an increase of \$800,307. Of this revenue passenger traffic produced \$2,297,716. Freight produced \$5,018,815, an increase of \$466,627. Mail and sundries yielded \$329,307, an increase of \$21,307. "In regard to expenditures there was a decrease of \$185,577 on locomotive power and of \$23,013 on cars, transportation and repairs, and of \$325,473 in maintenance of way and works while there was an increase of \$91,948 in station expenses and \$50,729 in general charges. The total expenditure was \$7,553,371 as against \$8,322,761 in 1905. The cost per train mile was 1.021 as against 1.108 in 1905. There was an increase of 11 per cent. in the revenue per train mile. "An interesting comparison was made by Mr. Emerson of the operation of the Intercolonial and the operation of other roads and results in the case of each. On all the United States roads the latest returns, those of 1904, show that the average revenue per ton of freight per mile was thirty-two per cent. higher than on the Intercolonial in 1906. In 1905 the earnings of the Canada Pacific under the same head were thirty per cent., and the Grand Trunk nineteen per cent., higher than on the Intercolonial. The earnings under the same head on the New South Wales railroad, which is frequently referred to in comparison with the Intercolonial were 27-10 miles or 330 per cent. higher than on the Intercolonial. "The gross earnings per revenue train mile on the Intercolonial in 1906 was \$1,029, while the latest returns show that the earnings under the same head on the United States railways averaged \$1.84, on the New Zealand government railway \$1.85, on the Victorian railway \$1.62. Taking the Intercolonial as \$1 unit the earnings under this head on the United States railways averaged \$1.88, on the New Zealand railway \$1.78 and on the Victorian railway \$1.68. "For the fiscal year 1906 the I. C. R. hauled 831,211,445 tons miles of freight on the Intercolonial Railway, and as it hauled about one ton of tare for every ton of freight it is fair to infer that the road

hailed just as many tons of cars one mile. It hauled one loaded car for every 12.17 tons of freight in 1905 and in 1906 one car was used for every 14.22 tons of freight which means that a saving was made of 120,000,000 miles tons tare over the corresponding last fiscal year. This is approximately the equivalent of the fast freight trains, Nos. 73 and 70, between Halifax and Montreal, for three months. "The increase in net tons hauled is due in part to the full loading of cars of larger capacity built in recent years. "The result of the operations of the Intercolonial Railway for the fiscal year 1906 was as follows: Gross revenue I. C. R., \$7,643,629.70; gross expenditure, \$7,553,371.37; difference, \$90,258.33. "To which must be added profits derived from the Windsor branch, \$31,060.83; total surplus on I. C. R., \$121,319.16. "Last year, 1905, the Prince Edward Island railway made a loss of \$153,133.83; the loss for the fiscal year, 1906, was \$36,922.20, making a betterment of \$116,151.24. "The accounting statement of the Intercolonial in harmony with that in use on the Grand Trunk, Canadian Pacific, New York Central and other great railways on this continent. Detailed statements of the cost of each item are now placed monthly in the hands of the responsible head; and, more ample and accurate statistics are being secured and put in form to enable those responsible for the operation of the railway to bring about improvements. "The disastrous fire in February last totally destroyed the shops, and partially destroyed the locomotive repair shops with considerable rolling stock. "Immediate steps were taken to provide temporary repair shops, which was paid out of revenue. The indirect cost exceeds the direct outlay, as the workmen have to perform their duties at a disadvantage. The idle site of the shops was made available, and in consequence, advantage of the fire was taken to secure an area of 288 acres at a cost of approximately \$33,000, where a new set of shops, modern in lay out, constructed and equipped are now being built. Contracts have been awarded for the car repair shops and storehouse, locomotive shops. Leaders will shortly be called for the round house, power house, oil house and dry kiln. Ample provision for growth in the future has been made in the lay out. "At all divisions points on the railway improvements are being made to the end that economical operation may be secured. "Mr. Emerson proceeding with his speech said that for the six months from July 1906 to December 31, the gross earnings on the Intercolonial were \$4,423,211 and the gross expenditure \$4,047,556 leaving a surplus of \$375,656. Then the price of ties, coal, splices and all kinds of metals used for \$300,000, and for the cost of interest, while the cost of labor greatly increased since 1904. "Dr. Daniel—Suburban passenger rates on the I. C. R. were higher than on the C. P. R. "Mr. Emerson said that the present traffic manager of the I. C. R., W. C. O. had one time an officer of the C. P. R., and he looked into and reported that the I. C. R. had not exceeded the standard of the C. P. R. and C. P. R. out of Montreal. The instructions were to bring up the rates to the standard. "He said in Toronto that the I. C. R. was carrying freight not only cheaper than other railways on this continent, but in fact looked into and reported that the I. C. R. had not exceeded the standard of the C. P. R. and C. P. R. out of Montreal. The instructions were to bring up the rates to the standard. "He said in Toronto that the I. C. 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PRACTICAL STEP TO GET ST. JOHN VALLEY ROAD

Government Decides to Guarantee Bonds for \$15,000 a Mile

Premier Pugsley Gives Notice That if Canadian Northern Undertakes the Work the Necessary Legislation Will Be Passed--J. K. Flemming, Financial Critic of Opposition, Declares Province is Better Off Without the Increased Subsidy from Ottawa--Other Business of the Session.

Fredericton, N. B., March 22--In the legislature this morning Premier Pugsley gave notice of the following resolution: "I state yesterday that a proposal was before the government with regard to the construction of a railway down the valley of the St. John river from Woodstock to St. John.

"The government have reached a conclusion in regard to this matter and I rise to give notice that when bill No. 11 is before the house I will ask that it be amended so as to give assistance to the Canadian Northern Railway Company--McKenzie & Mann--to construct this line to the extent of a guarantee of bonds bearing four per cent interest at \$15,000 a mile."

J. K. Flemming. The order of the day being called, Mr. Flemming said:

"On rising to make some observations to the house upon the financial affairs of the province and in answer to the statements of the attorney-general, I wish to be governed as on previous occasions I have been governed by moderation and regard to accuracy of statement. Yesterday I held in my hand the report of the public accounts committee and I said no more inaccurate or misleading a report could be produced by any man. That statement may be applied to the report of this year. Last year the hon. solicitor-general, replying to my criticism, said that the figures in the report was a system in vogue since confederation and therefore apparently not open to criticism because of its age.

"I listened with pleasure to the remarks of the premier during the past few days. Naturally there was more than ordinary pleasure because of the presence and the flowery language in which he clothes his ideas. I lack the flowery eloquence of the hon. gentleman here, but the stern logic of facts stands in my support. Says We're Better Off Without Subsidy.

After paying some attention to the premier's change of politics, Mr. Flemming said Dr. Pugsley has tried hard to give the impression that the opposition leader and his supporters have been opposed to the increase in the subsidies. That of course was necessary for political effect, elections being on the near horizon. I take the opportunity to challenge the impression he has sought to give.

In 1903, as shown by the synopsis report of the proceedings, Mr. Hazen, seconded by myself, made a motion that an increased amount should be granted to the province by the dominion for the maintenance of government and legislative railways. Our position has not been that the subsidies should not be increased. Unfortunately the condition of the provincial finances makes such increase desirable and necessary. That motion of 1903 simply voiced the opinion that the arrangement then proposed by the Tweedie government was unfair. The opposition at that time it seemed remarkable to me that a challenge should be flung at the leader of the opposition for he had no right to challenge with impunity. More will probably be heard of this challenge at a later date.

The province is to receive each year from the dominion the sum of \$120,000 and it is to contribute \$2,372,088. Where does the money come from to make up this amount paid from the dominion? Every dollar should be accounted for. The population of the dominion, according to the last census, was 5,371,315, therefore it may be calculated that every dollar of the sum per capita paid the province is 39 cents. The province pays the dominion \$120,244.60 and in return receives \$120,000. It seems to me that after all there has been accomplished by the government such a great feat of financing.

The stranger coming into the house while the honorable gentleman was speaking might believe the province to be wonderfully strong financially. I will show that the country is not so strong as the premier would have us believe. We will review the financial condition of the province as we find the matter of debt not a very pleasant one. The auditor general gives the debt at the great sum of \$2,216,610.39. When people of a province of this size have such a debt it is time for thought and careful attention to better conditions. In 1905 the debt was \$2,216,610.39, but \$4,277,242.23, an increase in the gross liabilities of \$2,060,631.84. In fairness I must say that part of the increase is \$700,000 of N. B. coal and railway bonds. There remains, however, \$1,367,642.23 not accounted for in this way.

Moreover in the statement of liabilities there is no reckoning of the \$120,000 guaranteed by the government on the bonds of the International Railway. I submit that this amount should be included. The province has entered into a contract to guarantee the whole distance and to exact this interest and we would therefore allow a period of seven years after the railway was completed before it would become payable.

The interest at present is paid right up to date and although the line is at present only under construction its present earnings are enough to pay the interest on the bonds already issued, in fact the line is more than paying its way.

With respect to the other proposition that I mentioned, that is the railway between Woodstock and St. John, I intend to move that a section be added to the bill that the province be allowed to guarantee first mortgage bonds on that road at four per cent, not exceeding \$15,000 a mile, as suggested by the financial critic of the opposition. Although I state that I do not intend to move that I hope that the line would be built I referred to the fact that the I. C. R. was now extended to Fredericton it might be continued to Westfield and Woodstock. Since making that announcement I have been in communication with Messrs. McKenzie & Mann, who have promised that they would send their engineering staff to go over the districts

at 3 o'clock. Mr. Currie rose to a question of privilege. He said: In the Gleaner newspaper of the 22nd March I am reported as having, when speaking of the Presbyterian church bill, spoken of the pastor as wanting to boss the whole job. I did not speak of the pastor as "wanting to boss the whole job." What I did say was that it has always been the custom of our clergyman to boss the job."

Mr. King introduced a bill to incorporate the Church Avenue Baptist church at Sussex (N. B.). Mr. Morris introduced a bill respecting the town of Newcastle. Mr. Copp introduced a bill to amend the act relating to forest fires in the county of Westmorland.

The order of day being called, Hon. Mr. Robinson said: In rising to address the house for the first time, I should like to make a few remarks. It is natural that I should feel some amount of embarrassment having previously occupied a position removed from party politics. I also feel somewhat diffident from the fact that the gentleman who has preceded me in this debate have dealt with the affairs of the province in a very full and complete manner. The premier has submitted a financial statement which is very full and complete and has been followed by the member from the opposition who has performed the duties of opposition critic with much ability. Still I feel that it is necessary for me to show the public accounts as contained in the auditor's general report are misleading, inaccurate, and not capable of being understood by any sane man. This is a strong statement but one hardly capable of proof. If these accounts are so far astray how does it happen that he has been able to extract so much from them? I think that the hon. gentleman who has preceded me on the form of the public accounts are in sufficient detail to allow the public to form their own opinion. I think that they are better than any other that have been given for some years past. The hon. gentleman made a severe attack upon the public accounts because he was once a Conservative. I think it is Emerson who says that "consistency is the bugbear of little minds." The premier is not easily understood how he could follow the leadership of Sir John A. Macdonald who was also a constructive statesman. But when he is in opposition he is in opposition and when Sir Wilfrid Laurier, a constructive statesman, came into power, it was reasonable and fair that he should be censured for this course of action. I think that the hon. gentleman who is now in power should be a patriot above party, when the object is to uphold this great country of ours.

We have heard criticisms in regard to the public accounts of \$130,000 which has been obtained from the dominion government, and both the leader of the opposition and the premier have attempted to show that the dominion government has not received a fair bargain leaving it to be inferred that if they had been in power they would not have accepted it. I agree with the premier that if these gentlemen mean what they say they should introduce a resolution condemning this bargain and the dominion government. I agree with the premier that if these gentlemen mean what they say they should introduce a resolution condemning this bargain and the dominion government. I agree with the premier that if these gentlemen mean what they say they should introduce a resolution condemning this bargain and the dominion government.

Mr. Clarke asked the attorney-general if on proper assurance as to the fact that the Canada Atlantic Terminal Railway would be prepared to advise the guaranteeing by the government of the bonds of the railway on the guarantee Messrs. McKenzie & Mann's bonds. Mr. Pugsley--I can only say in reply that I am not in a position to advise Messrs. McKenzie & Mann's bonds. Mr. Pugsley--I can only say in reply that I am not in a position to advise Messrs. McKenzie & Mann's bonds.

The house adjourned at 10:45. Fredericton, March 22--The house met at 9 o'clock. The Hon. Mr. Pugsley, in reply to Mr. Gummer, stated that the reason for revoking the grant of \$100,000 to the twenty years for harbor improvements at the Ledge in the county of Charlotte would be found in the preamble to the act of 1874, cap. 10. The Hon. Mr. Pugsley, in reply to Mr. Gummer, stated that the reason for revoking the grant of \$100,000 to the twenty years for harbor improvements at the Ledge in the county of Charlotte would be found in the preamble to the act of 1874, cap. 10.

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the expenditure of the provincial hospital last year was \$77,641 or just \$188 more than the previous year. The agricultural policy of the government has been criticized by the opposition but I do not purpose to make any extended remarks on that subject. Figures have been quoted by the opposition in relation to the showing that the results of the government's policy are not satisfactory. He even criticizes the government for putting the salary of the agricultural inspector at a low level. All the officials' salaries in the agricultural department have always been charged in the same way. The most important is the fact that the farmers of this country support the agricultural policy of the government and will not vote for any other. With regard to the railway policy of the government, I am heartily in sympathy with it. I think we should all feel delighted with the bold business move in which it has been placed before the house. It would be very sectional for us who live in Westmorland to object to the building of a railway through the province. It should always be remembered that we are receiving from that county a very large revenue from stampage. There is no part of the province which is more settled than that part of Restigouche through which this railway passes. It is far better for us to guarantee the bonds of the railway than to have a little one horse line which is not capable of carrying heavy traffic. We in this province cannot sit still and see the finest people in the world and these people build facilities for travel.

The railway from Chipman to Minto which we have built is a great asset. We have been criticized because we have not built in to Fredericton as originally proposed but now that the extension to Fredericton is done away with there will be connection between Chipman and Fredericton by means of that road and the railway. This road has cost the province some money but if a sum which we expend will give us an adequate return we should not be afraid to expend \$100,000 or even \$1,000,000.

Then as regards the railway down the St. John river valley. We who live in Westmorland are not in sympathy with railways and we all recognize the need of a railway down the river. This as a mere local line might not pay but it will as part of a general system. It is certainly not a waste of money. The province is a rich agricultural country and that is shut out from the rest of the province during the winter. It is necessary to have a railway down the river to connect the building of this road or that there is one of them who will object to the proposed guarantee of bonds. It is certainly not a waste of money. The province is a rich agricultural country and that is shut out from the rest of the province during the winter. It is necessary to have a railway down the river to connect the building of this road or that there is one of them who will object to the proposed guarantee of bonds. It is certainly not a waste of money. 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WANTED. Agents--Sermons by the Devil. A new and marvelous book. Nothing like it has ever been published. It tells reality and to all classes. We want intelligent men and women to introduce this book into all parts of Canada.

DEATHS. MACDONALD--On the 22nd inst., at his late residence, 47 Rock street, after a lingering illness, George J. Macdonald, in the 34th year of his age, leaving a wife and two children, Harry and Elmer, to mourn their sad loss.

IN MEMORIAM. In loving remembrance of Jas. H. Brittain, who entered into rest March 24th, 1907. "He sleeps in Jesus' bosom."

SHIP NEWS. PORT OF ST. JOHN. Arrived. Friday, March 22. Stmr Ingham Head, 1986, Pickford, from Belfast, 18 days.

FOR SALE--Farm near Hamstead, farm some 100 acres with buildings, etc. R. G. Murray, agent, St. John N. B.

TEACHER WANTED--For the town of St. John, N. B. Apply to the Education Department, St. John, N. B.

WANTED--Reliable and energetic men to sell "CANALIZERS" NURSERY. Largest list of hardy plants, shrubs, etc. in the world.

TEACHERS holding first or second class professional certificates, wanted for the following schools: St. John, N. B.

FOR SALE--Several good cows, fresh and due to freshen within a month. Also limited number of pure bred Plymouth Rock Pullets, year old, extra large, etc.

FOR SALE--A BARGAIN--The Gasoline Auxiliary Sloop, No. 1, 10 feet long, 18 inches beam, 18 inches draft.

FOR SALE--Farm situated in Parish of St. John, N. B., containing 200 acres, well wooded, good house and barns.

FOR SALE--The "Koly Farm" situated at Blenville, Suburb county, under good cultivation.

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JAPANESE CHILDREN NOW ADMITTED IN SAN FRANCISCO SCHOOLS



LITTLE JAP MAIDS IN SCHOOL. They are at the classroom of the Redding primary school.

San Francisco, Cal., March 23--Although Japanese coolie labor is barred from the United States, the Japanese in San Francisco have partially won their fight with the local school authorities. Under the new order of the board of education, Japanese children under the age of sixteen years are permitted to enter the primary grades.

LAURIER NOW LIKELY TO ATTEND CONFERENCE. (Continued from page 1.) The house divided on Mr. Laurier's amendment to add \$20,000 to P. E. Island, which was lost by thirty-four voting and ninety-six against.

Queries Laurier About Going to Conference. R. L. Borden asked whether or not there was foundation for the report that the prime minister will not attend the conference.

Mr. Laurier--"I would not have had a word of criticism to offer on the remarks of the gentleman who has just entered the house at once and I therefore would not have the honor of answering the question."

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CASTORIA For Infants and Children. The Kind You Have Always Bought. Bears the Signature of Dr. J. C. Watson. In Use For Over Thirty Years. CASTORIA.

Dr. J. Collis BROWN'S CHLORODYNE THE ORIGINAL AND ONLY GENUINE. Colds, Coughs, Asthma, Bronchitis. Is admitted by the profession to be the most wonderful and valuable remedy ever discovered.

reconsider his half formed, if not wholly formed determination, to cancel his arrangements and to see whether or not, by the kindly co-operation of men of the Conservative side of the house and maybe the enforced dignity of members on the government side, he might not be able to effect a compromise with the other colonies, to assist them with his judgment and wisdom and to place on record the views he holds on the matters which are to be brought up.

NEW CHURCH ORGANS. Main Street Baptists Getting Ready--Stone Church to Have New Instrument. M. Cassavant, the organ builder, of St. Hyacinthe (Que.), will be in the city on Friday. The organs in Trinity, St. Peter's and St. John's were built by this firm, and they have for the past month been engaged in the construction of a handsome instrument for the Main Street Baptist church here.

CASTORIA For Infants and Children. The Kind You Have Always Bought. Bears the Signature of Dr. J. C. Watson. DEEPER YET. Tom--I suppose Yerner is deep in love's first love-- Dick--Oh, he's past that stage. He's troubled with insomnia now--The Catholic Standard and Times.

