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\$10.50 per 100 lbs.

Molasses
Fancy Barbadoes \$1.05 gal.

Yerran's

DRAFT OF PEACE TREATY WILL BE SENT TO OTTAWA

Telegraph Companies are Preparing to Handle It—Message May Contain One Hundred Thousand Words—Complaint About Canadian Mail from Overseas—C. N. R. Bill Given Further Consideration—Some Features Opposed.

Ottawa, April 25—It was learned tonight that the dominion government expects to receive the detailed draft of the peace terms. If the draft is received here, as anticipated, it will be released for publication at Ottawa the same time as Washington. Just when that will be it is of course impossible to say at present.

It is known that the G. N. W. Telegraph Company has been notified to be in readiness to copy the terms at any time and it was understood today that the despatch would commence to come in tomorrow morning. It is stated tonight that a day or two may elapse before the treaty commences to come over the wires.

It has been stated in Paris cables that the draft of the treaty will contain at least 25,000 words and may run to 100,000 words.

Matter of Canadian Mails

When the house of commons resumed this afternoon Hon. Mr. Lemieux drew attention to statements that while Canadian soldiers are being landed at Halifax Canadian mail brought on the same steamers is being carried to New York, thereby causing a delay of four or five days.

"How is it," he asked "that steamers subsidized for the very purpose of carrying Canadian mails should thus ignore Canadian ports and deliver the mails at an American port?"

Hon. Mr. Rowell promised to make inquiries and give an answer on Monday.

The house then again went into committee on the bill to incorporate the Canadian National Railways Company and to take clause 20, which provides for an extension of two to five years in the time for commencement and completion of lines which any of the companies comprised in the Canadian Northern system were authorized to construct previous to the beginning of the war.

The clause met with considerable opposition.

Hon. Mr. Lemieux voiced alarm lest the clause would encourage a "carnival of building," but Mr. Meighan assured the house that the clause gives no right to build—it merely extends the time when this building could be done. The lines could not be built without money, and the company would have to come to parliament for the money, so that there would thereby be a safeguard against too much building.

D. D. Mackenzie emphasized that he wanted the old charters wiped out so that this government company could go ahead and build its railways without being trampled. He could not understand why they should be bound by all the promises that MacKenzie & Mann had made. Why was it necessary to perpetuate those companies? he asked. There were forty different companies when there should be only one.

Mr. Meighan said they were simply reviving charters which the Canadian Northern had and which must be revived or the road could not be constructed. The intention was to amalgamate every one just as soon as the outstanding stock was disposed of, but to amalgamate at once those which had no outstanding stock.

Mr. Mackenzie retorted that they had a right to think a little "when we are dealing with hair-splitters like the minister of the interior."

Schedule Objected to

Hon. Rodolphe Lemieux declared that the schedule of lines which the government had submitted was a political dodge. It led the people in certain sections of the country, especially in the west to believe the government was going to construct a lot of railways in their territory. He noticed that nothing was promised to the province of Quebec although some of the western provinces were almost bankrupt through lending money to MacKenzie & Mann, while the credit of Quebec was good. The government was taking very serious responsibility in leading the Canadian people to believe that forty-four branch lines would be added to the trunk line of the C. N. R.

Dr. Michael Clark wanted to know what company Mr. Lemieux had been keeping. He appeared to have a view of Canada's affairs which was absolutely jaundiced. Mr. Lemieux was very pessimistic about the future of Canada's national railway system. Dr. Clark thought that he had given the clue to this point of view in the last reference to private corporations which might be deterred from constructing lines in Canada. In the opinion of Dr. Clark, by private corporations Mr. Lemieux meant the C. P. R.

The west, said Dr. Clark, could raise a billion acres of wheat if it could get the railways to carry the wheat out of the country. Therefore the west would give the government solid support on a policy of railway construction.

Dr. Clark added that if other Canadian lines were supported with the same faith as had been given to the C. P. R. it would be a simple arithmetical problem to estimate what would be the position of the Canadian Government Railways when a hundred million acres had been developed and there were still two hundred million to hand to the next generation.

THE VOTE ON DAYLIGHT SAVING

To the Editor of the Mail,
Dear Sir:

I noticed an article in one of the St. John morning papers referring to the Daylight Saving Election and stating that "many of those in favor of Daylight Saving Time will, perhaps, not bother going to the polls to vote."

It seems to me that this is a disgraceful condition of affairs where any one class in a community has not sufficient interest in their City's welfare to go across the street and exercise their franchise, yet they are the first to squeal if the result is contrary to their wishes.

The majority of the laboring men are opposed to the change and the merchant is practically forced to adopt it to conform to the Railway Schedule but I feel sure that either would be glad to make an honest effort to adopt either plan were they sure that the majority of their fellow citizens had expressed their wish at the ballot box.

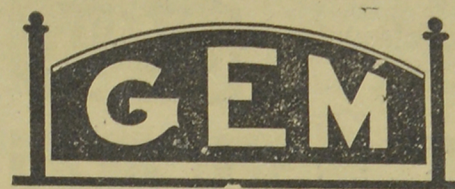
Any man that is so indifferent to his City's welfare and does not cast his vote at every opportunity should have his name struck off the list as he is not fit to have a say in his City's affairs.

Let every man or woman voter express his or her views either for or against Daylight Saving Time on Monday.

A VOTER

TO BE TRIED FOR MURDER

Winnipeg, April 26—John William Cochrane, the fifteen year old Indian lad was yesterday committed for trial on the charge of murdering his employer James H. Campbell, a farmer at Teuton, Manitoba, on the evening of April 13.



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EPISODE XIII TODAY

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SPECIAL NOTICE

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MARITIME ELECTRIC COMPANY, LIMITED.

HARRY D. WHITE, Manager.

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