

# PARLIAMENT DISCUSSES COURTENAY BAY TERMINALS

Minister of Railways Announces that Grand Trunk Pacific Will Have Terminals at St. John and that Completion of Road will be Rushed.

Ottawa, April 28.—The Commons had a field day with the hardy annual of the cost and future of the National Transcontinental Railway and the G. T. P. today.

Practically the whole of the sitting was devoted to a discussion of a resolution brought up by Houghton Lennox on a motion to go into supply, declaring that in view of the fact that the National Transcontinental would cost more than four times the original estimate made to parliament, and in view of the fact that this "astounding and unexplained increase" demanded a broad and thorough investigation, a royal commission should be appointed to inquire into the whole project from beginning to end, and that the government should take immediate and effective action to investigate the danger of the diversion of Canadian traffic to foreign ports, which diversion Mr. Lennox feared as a result of the Grand Trunk's announcement that it would establish new terminals at Providence, Rhode Island.

## BIG MAJORITY FOR GOVERNMENT.

The debate on the resolution which was considered from opposing party standpoints by Messrs. Lennox and Borden on behalf of the opposition, and by Hon. G. P. Graham and E. M. MacDonald on behalf of the government, was in the main a repetition of the arguments adduced in the annual previous discussions of the question. The history of the new transcontinental line was brought up to date and the net result was that the vote of \$27,000,000 to cover the cost of construction of the road during the present fiscal year was passed, and Mr. Lennox's resolution was voted down on a straight party division by 105 to 62, a government majority of 43.

A feature of Hon. Mr. Graham's vigorous defence of the government's policy in connection with the construction of the road was that the very danger that Mr. Lennox feared in connection with the diversion of Canadian trade through American channels would be met by the creation of a new Transcontinental line entirely within Canadian territory. He announced that today the G. T. P. had completed the purchase of its site for the eastern terminus of the line in Courtenay Bay at St. John. The only design of the opposition, he said, in continuing the criticism and insinuation about the road was evidently in the hope of making some party capital out of a great national undertaking, which the people had already twice endorsed and which was now nearing a successful completion.

## ATTACK ON G. T. PACIFIC.

At this afternoon's session of the Commons, Houghton Lennox moved an amendment to the motion to go into supply, demanding the appointment of a royal commission to investigate all the operations of the National Transcontinental commission.

At the outset he argued that the determination of the Grand Trunk to establish a terminal at Providence, Rhode Island, showed an intention to violate the compact between the company and the government, designed to safeguard Canadian channels and Canadian ocean ports.

Once more Mr. Lennox went over his calculations as to the cost of the road, which he figures out at \$218,000,000 and repeated the oft-exploded yarn that Sir Wilfrid Laurier had placed the cost at \$13,000,000. He figured at great length that the whole work had been bungled; that the surveys were worthless, and that the construction had been marked by excessive waste and prodigality.

After demanding the appointment of a royal commission Mr. Lennox insisted that the leader of the opposition should have the right to engage engineering experts and at least two of the counsel to be engaged. He asserted that the government was on trial before the country.

## HON. MR. GRAHAM.

Hon. G. P. Graham congratulated Mr. Lennox upon his industry, which was only exceeded by his imagination. If there was a fund for the destruction, instead of the construction of this great work his indemnity might well be charged to it.

He accused the opposition of having maliciously and wilfully misrepresented the enterprise, and asserted that its only effect would be to hamper the company in its financing. The people of Canada had repeatedly endorsed the project and had told Sir Wilfrid Laurier to finish his work.

The theory that Sir Wilfrid Laurier had ever said that the railway could be constructed for \$13,000,000 had been repeatedly laughed out of

court by the people of Canada; indeed, Mr. Lennox had himself this very session, admitted that he knew better.

Dealing with Mr. Lennox's figures, the minister showed that in one item alone, that of \$104,000,000, he had made an error of at least \$16,000,000. By his method any man could argue himself into affluence or penury if he had a stout enough pencil.

As to the Quebec bridge, it should not be counted in as part of the Transcontinental. It had been planned long before the Transcontinental and would have been built if the Transcontinental had never been born.

Mr. Lennox's figures as to the interest charges were shown to be fallacious, and in reply to his question what would happen if the G. T. P. refused to take over the Moncton to Winnipeg section, Mr. Graham replied that another company was ready to take it over in fifteen minutes.

## EXPOSES OPPOSITION TACTICS.

The opposition once more desired to cripple the enterprise, but they would not be allowed to do so. They were attempting the old game of playing into the hands of the road's greatest competitors, but the people would not allow that that game to succeed.

The question for the people was, "Are they getting value for their money?" He insisted that they were. All this talk, all these fireworks vanished into thin air when dissected by keen business minds.

Mr. Lennox had asked for a commission. It would not do to put him on it, for, judging by his recent action, he would decline to act on it. Mr. Lennox had argued that the leader of the opposition should have a right to nominate a minority of that commission, but he did not state that when his leader nominated him, as his representative on the Lumsden committee, he ran away and shirked his duty.

There was no need for any commission. Parliament had provided a tribunal for the settlement of any disputes and that commission was working well.

## ST. JOHN ONE TERMINAL.

He was much alarmed about Providence, R. I. But there was no need for alarm. It was asked where the Atlantic terminals would be. Mr. Graham believed there would be two, but he could tell the House that the Grand Trunk Pacific had that day purchased land in St. John, N. B., for a terminal there. He (Mr. Graham), was a Canadian and he had no alarm for the future. Canada would have enough traffic to provide for all her ports and leave some over.

Instead of knocking this great enterprise the opposition ought to stand behind it. In making it difficult to finance the proposition in England they were taking a grave responsibility, but he could assure them on the authority of the president of the G. T. P. that their plan would fail. The enterprise had been financed and would be carried to completion.

Mr. McGrath declared that the Grand Trunk was getting connection with Newport for the purpose of sending its traffic out by an American port.

E. M. McDonald declared that the opposition had not been deceived as to the cost of the Transcontinental, as they had estimated the cost as high as \$280,000,000. The line was high grade and could not be built cheaply. The cost was fair and the engineers were honest in their classification. Only two per cent. of the whole classification had been even questioned.

## CARE OF THE FEET

If you suffer from sore feet, wear well-fitting shoes, neither too small nor yet large enough to rub up and down. Try on several pairs before buying, to be sure about this. When toes are particularly sore and tired rub them long and well with vaseline. Trim toe-nails straight across, and be sure not to destroy the spongy substance under the nails, as this tends to prevent in-growing toe-nails. If callous spots appear, do not shave them off with a razor. Soak the feet in hot water in which a large piece of washing soda has been dissolved, then rub the callous spots well with pumice stone. If they still refuse to come off, bind a piece of absorbent cotton soaked in crude petroleum on the spot, leave on overnight, then apply the pumice stone. Frequent sunning and airing of the feet is recommended as a good cure for tender feet. For bunions, wear felt bunion pads, and paint the bunion frequently with clear tincture of iodine.

## ACCIDENT REVEALS DOUBLE LIFE

Man Killed by Folding Bed in Lodging House Proves to be Bay State Millionaire.

New York, April 28.—Through the collapse of the folding bed in a boarding house at 426 West 23d street late Tuesday night, which caused the death of a man whose name was given as William Smith a paper manufacturer of Waterbury, Conn., the double life of a wealthy Massachusetts politician and manufacturer was today revealed.

Almon C. Barrett, an employee of the Butterick Publishing Company, identified the victim of the peculiar accident as his brother-in-law, Wellington Smith, of Lee, Mass., formerly president of the American Paper Makers' Association.

## WOMAN VANISHES

Narrowly escaping death by suffocation before she was rescued by the two girls who had heard her moans and entered the room through a porch window, Mr. Smith's woman companion, who for three years had been known to Mrs. N. A. Ralph, keeper of the boarding house, as "Mrs. Smith" recovered sufficiently today to vanish from sight before she could be questioned regarding the identity of the paper manufacturer.

Despatches from Lee, Mass., stated that Mr. Smith left there several days ago unaccompanied by his wife, who is a direct descendant of Eli Yale founder of the university which bears his name.

Mr. Augustus R. Smith of Pittsfield Mass., a son and business associate of Wellington Smith, will arrive in New York tomorrow to claim the body of his father. The body will be taken to Lee, Mass., for burial tomorrow.

## OFTEN VISITED THE HOUSE.

For several years Mr. Smith whom Mrs. Ralph knew as William Smith of Waterbury, Conn., has been visiting the boarding house in Twenty-third street, and on each occasion he was accompanied by the woman, who was known as his wife. It was learned today that he addressed his companion as "Anna." She is said to be about 50 years of age and of very striking appearance. Those who live at Mrs. Ralph's home said that Mr. Smith and the woman seemed devoted each other.

According to Dr. W. H. Weston, summoned to Mrs. Ralph's home shortly after 12 o'clock Tuesday night the woman was not injured when the bed collapsed, breaking Mr. Smith's neck and resulting in instant death. She suffered some from suffocation, but the physician believes she was more frightened than hurt. Dr. Weston declined to discuss the case, other than to say that he had no reason to believe that the woman was not Mr. Smith's wife.

At the Twenty-third street boarding house Mr. Smith and his companion occupied the front room on the first floor. The folding bed which collapsed was the same one in which they had slept on their frequent trips to New York. Mrs. Ralph said she had owned the bed for nearly 10 years. Before retiring at 10 o'clock the bed had been pulled down and apparently had failed to catch the springs which hold the bed in position.

Shortly before midnight according to the statement made by Mr. Smith's companion, after she had been rescued, the bed collapsed. She said that neither Mr. Smith nor herself had been asleep, but that the bed closed so suddenly that they did not have an opportunity to escape. The top of the bed, she said, fell and caught them before they could move.

## CORONER HAS LETTERS

When she had been revived the woman became hysterical when she was told that Mr. Smith had been killed. She was anxious to leave the house before day-break, however, and this caused Mrs. Ralph to suspect that something was wrong.

While Leon T. Stowe, the undertaker who prepared the body for burial, would make no statement it was learned that he found letters in Mr. Smith's pocket which led to his identification as Wellington Smith, the wealthy Massachusetts paper manufacturer. The letters, it is said, were delivered to the coroner, and it is thought that they will also disclose the identity of Mr. Smith's woman companion.

"Where have you been for so long?" asked the head man of the menagerie. "Been watching one of the animals clear his throat, sir," replied the attendant. "But does it take half an hour for an animal to clear its throat?" "Yes, sir; it was the giraffe, sir."

"I once knew a woman who treated her husband like a dog." "That's nothing, if you mean the comparison of suffering. I once knew a woman who treated her dog like a husband."

Man's chief wisdom consists in knowing his follies.

## SIR WILLIAM'S EARLY RETIREMENT

Gossips Hint it is to Pave Way for Sir Thomas' Political Career—Nothing Definite in the Rumor.

(Montreal Herald.)

The news of the retirement of Sir William Van Horne from the chairmanship of the Canadian Pacific came with startling suddenness.

The rumor that had been circulated that Sir Thomas G. Shaughnessy was contemplating retiring from the presidency of the Canadian Pacific Railway Company in order to enter the political arena in the House of Commons, Ottawa, is characterized by him as absolutely without foundation. When seen yesterday on the subject Sir Thomas said:

"Never has any serious suggestion of this character been made to me, and if it had been made and if I had any idea of a political career, it would, for numerous reasons, be simply impossible for me to consider it for many years to come. This rumor is so manifestly improbable that it is hardly worthy of a denial, especially coming at this time when we are so engrossed in the expansion and development of the various important interests of the Canadian Pacific Railway."

It was after the Stock Exchange had closed that the report spread that Sir William Van Horne had retired from the chairmanship which he has held since 1898 when he vacated the presidency into which Sir Thomas Shaughnessy stepped from the position next in rank.

## SIR WILLIAM GIVES HIS "YES."

Sir William Van Horne when questioned at once confirmed the report. His statement was characteristic. "Yes, he said, 'it is my intention to withdraw from the chairmanship of the board, my reason being that the office is only a nominal one—not at the title which originated on this all useful and heridly ornamental, and side of the Atlantic is sometimes confused with that of chairman as used in Great Britain, the chairman there being the active head."

Such a concern as the Canadian Pacific can have but one active head, and there should be no room for doubt anywhere as to who he is, but judging from the number of applications I get for passes or places there are yet some people who do not know Sir Thomas Shaughnessy is, and has been for a long time, the real head of the C.P.R., and I need not tell any body in Canada what a competent head the company has had in him, nor how abundantly able he is to manage its affairs without the help of anybody. He has done it most successfully for a good many years, and it is my heartfelt wish that he may stick to it for many years to come. The interests of the shareholders will always be safe in his hands, and at the same time he will devotedly serve the interests of Canada."

## CLOCK WATCHING IRKSOME

"I am getting old and it is irksome to watch the clock, and it may become depressing, and therefore do not wish to keep up even the appearance of attending to business. Consequently I am getting out of everything that may make the least demand upon my time and freedom I shall, of course, remain on the board of the C.P.R. as long as the shareholders see fit to elect me, for naturally the Canadian Pacific has a large place in my affections."

## ROMANCE OF REAL LIFE.

Sir William Van Horne's brilliant career is one of those romances of real life that illuminate the annals of the industrial world. By his own unaided effort he rose from a humble position on an American railway to be the controlling spirit of what is now the greatest transportation system in the world. He came to the C.P.R. as general manager in 1884 and was made vice-president and general manager in 1884. In 1888 he succeeded Lord Mount Stephen in the presidency, and, as already stated, became chairman in 1898. He will remain a director and member of the executive of the Canadian Pacific, and will no doubt continue to have great weight in its inner councils.

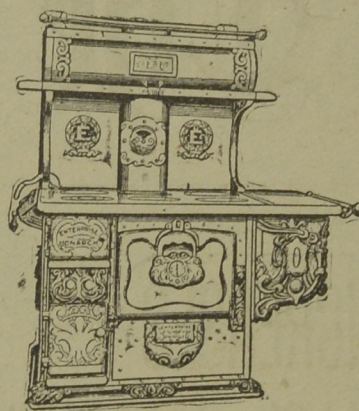
## 150 WOMEN WANT TO MARRY HIM

St. Louis, April 28.—E. H. R. Green president of the Texas Midland Railroad and son of Mrs. Hetty Green, while here on business admitted he had received 150 proposals of marriage, mostly from St. Louis women, as a result of an article in a St. Louis paper two Sundays ago which quoted him as saying he had remained single because he could find no woman who would marry him except for his money.

Fifty of the applicants mailed their photographs. He has kept the proposals and photographs to show his friends in after years that he could have married.

A spinster's face is sure to light up if she strikes a match.

## EVERYBODY SHOULD SEE



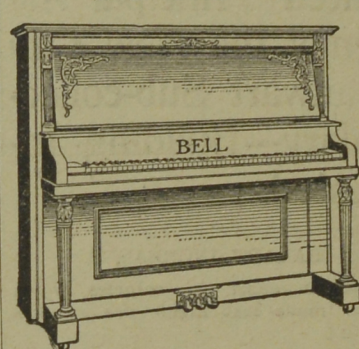
## The Enterprise Monarch STEEL RANGE FOR 1910

It was looked upon as being almost perfect before, but the improvements this year put it easily ahead of any other.

DESIGN REGISTERED  
Price Considerate as to be Within the Reach of all. Illustrated Circular on Application  
No pains or expense have been spared to make it the most perfect range offered. Every one made has our absolute guarantee for perfect working, ease of operation, economy in fuel and durability.

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## THE DEFINITION



When you don't know or are not sure you consult some one who Does Know, Some one who Is sure, don't you. In other words when in doubt you look for information. Now in buying a Piano you want the Best Value for your money. THE SECRET of our success along these lines are due to the fact that WE KNOW THE BEST.

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## NOTICE OF FORECLOSURE

To Albert E. Everett of the City of Fredericton in the County of York an Province of New Brunswick, Hotel Keeper, and all others whom it may in any wise concern:—

NOTICE is hereby given that by virtue of a Power of sale contained in certain Indenture of Mortgage bearing date the twenty-sixth day of May in the year of our Lord one thousand eight hundred and ninety-nine, and made between the said Albert E. Everett, of the One Part, and me, the undersigned E. S. Ranney Murray of the City of Saint John in the County and County of Saint John in the County of York Part registered in York County Records in Book J-5, pages 301, 302, 303, and 304; there will for the purpose of satisfying the moneys secured by the said Indenture, default having been made in the payment thereof, contrary to the Provisions of the said Indenture, be sold at Public Auction in front of the Post Office in the City of Fredericton, on Saturday the Twenty-eighth day of MAY NEXT at the hour of twelve o'clock Noon, the leasehold lands and premises described in the said Indenture of Mortgage as follows:—All that certain lot, piece or parcel of land situate, lying and being in Block Number Seventeen in the Town Plat of Fredericton aforesaid and comprising bounded as follows:—Beginning at the point of intersection of the South Western side of Brunswick Street with the North Western side of Westmorland Street in the City of Fredericton, thence from the said point running South Westernly "along the North Western side of Westmorland Street aforesaid one hundred and thirteen (113) feet, thence at right angles North Westernly and parallel "Brunswick Street aforesaid one hundred and sixty-four (164) feet three (3) inches, thence North Easterly "right angles and parallel to Westmorland Street aforesaid one hundred and thirteen (113) feet to the South Western side of Brunswick Street aforesaid "and thence along the same South Easterly one hundred and sixty-four (164) feet, three (3) inches to the place of beginning, containing one rood and "twenty-seven perches more or less, an "being part of Lots Number 263, 265 and "267 in said Block Seventeen Town Plat "of Fredericton (except as therein except "ed.)

Together with all and singular the buildings and improvements thereon and the privileges and appurtenances to the said premises belonging, or in any way appertaining; together with the Indenture of Lease relating to the same and all benefit and advantage thereunder. Dated this thirty-first day of March A. D. 1910.  
(Signed) E. S. RANNEY MURRAY  
A. J. GREGORY, ESQ.,  
Solicitor for Mortgagee.

## AMUSEMENTS

## Bijou TO-DAY

"THE TONGUE OF SCANDAL"  
A Rustic Drama

"THE IRISH BOY"  
Very Thrilling

"POLAR BEAR HUNTING"  
Intensely Interesting

Little Pat Harrington always  
Plays to Packed Houses

AT THE BIJOU MONDAY

SONG BY MR. MUNRO

Evenings 7.30 to 10 p. m.

Afternoons 3 to 5 p. m.

In a pond at Highland Lake, Conn., is a trout that has been named Mike by its owner. When called the trout comes to the surface and takes food from its owner's hands and allows himself to be stroked. It is said. The trout has lived there for four years and answers the first call each spring when the ice disappears.

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not exceeding one inch, one insertion, 25 cents; three insertions, 60 cents; one week \$1.00; one month \$3.00.

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BOYS WANTED—To sell the Daily Mail. There's money in it.

WANTED, to rent with option of purchase, a small piece of land near city for erection of summer camp. Write "Camp" care of Mail.—tf.

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suitable for Building, also for Posts

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If you want your Carpets Cleaned, LET ME DO THE WORK for you. I have an Ideal Carpet Cleaner, the best machine of its kind made. I will rent it to you by the day or will operate it myself. Orders left at my home, Needham street, will receive prompt attention. Telephone No. 53-31.

J. DESAULNIERS.

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Have you seen the robin, Sitting in the tree, In his song he's telling you, To drop a line to me. Your ceilings want whitewashing, Your walls need paper too, And now's the time to have it done So send your order through,

TO

R. J. WEAR

House and Church Painter and

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Fredericton, N. B.

The late Mr. George Thomas Pierce

Ducombe of Queen Anne's Gate Lymington and Winthorpe Hall, Newark, left estate valued at £476,276.