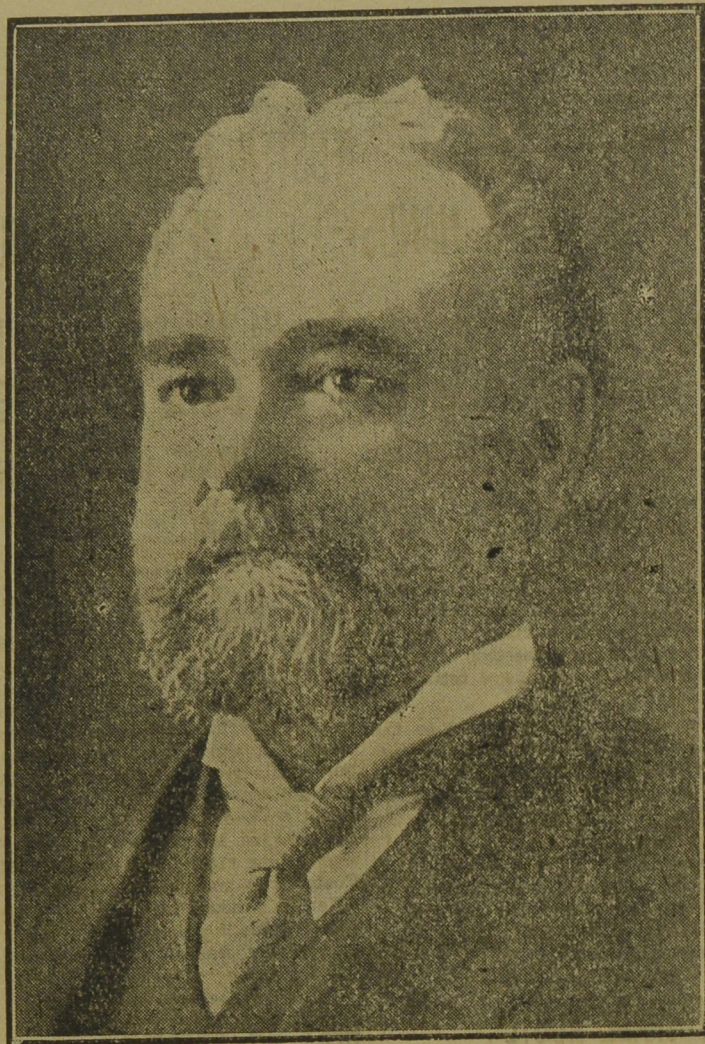


MINISTER OF PUBLIC WORKS DISCUSSES MANY TOPICS



HON. WILLIAM PUGSLEY.

(Telegraph)

His arduous sessional duties completed, but with an extensive programme of touring ahead of him in connection with the calls of his departmental work in various sections of the Dominion, Hon. William Pugsley, minister of public works, arrived in the city yesterday and will remain here for a day or two. During the afternoon he transacted considerable business in connection with his department, and last evening he granted an interview to a "Telegraph" representative, discussing the local aspect of the Grand Trunk Pacific's entrance, the dry docks and shipbuilding plant, the west side harbor improvements, the Valley railroad and other matters of much importance to the city and province.

THE VALLEY RAILWAY

Regarding the Valley railway, the minister had the following to say: "I do not like to say anything which might even have the appearance of giving a party aspect to this most important question in which the people of the city and of the whole country along and adjacent to the St. John river are so deeply interested. I would prefer to believe that the provincial government, like the Dominion government, is sincerely desirous of securing the early construction of this railway. However, of the opinion, as I am, that it will be infinitely better for the people interested in the construction of the line, as well as of the province generally that the road should, when constructed, be operated by the I. C. R. upon the basis of making to the company the very generous allowance of forty per cent. of the gross earnings with the condition that the road should be a first class, up-to-date railway, having the best grades the physical features of the country reasonably permit of, and supposing that this would be the view of the provincial government, I could not help wondering at that government asking legislation to tie its hands so that, even if the result of a survey showed that a grade of four-tenths of one per cent. was not reasonably practicable it would be powerless to stipulate for a heavier grade at points where the physical features of the country should render this necessary. However, as the federal government, in proposing the conditions as to the standard of the line, only had in mind that it should be built up to the standard of the National Transcontinental railway, and as Sir Wilfrid Laurier informed the representatives of the St. John Valley Railway Company who recently visited Ottawa, that what the government desired, and all that would be insisted upon, would be a line up to the standard of the N. T. R. in New Brunswick which, while built generally with the grade of 0.4 per cent., has in some places a grade that reaches one per cent., it having been found necessary to depart from the general standard, it must be clear that the way has been opened up for the construction of a first-class road and its operation as part of the I. C. R. system. I take it for granted that the provincial government will, even if it has to ask legislation to modify the statute passed at the last session, agree to aid a line which will be first class in character and capable of forming part of a transcontinental system, the operation of which by the government of Canada on the basis of paying over forty per cent. of the

gross earnings will relieve the province from the danger of being called upon to pay interest upon its guarantee of bonds. I have no doubt that during the recess the minister of railways will be prepared to enter into a provisional agreement with the company, fixing the terms which will in due course be submitted to parliament for ratification. The "Telegraph" is no doubt aware that at the recent session the government brought down a measure to prevent the lapsing of the Dominion subsidy for the line, and made provision for the granting of a subsidy for the railway all the way from Grand Falls, which is the point of junction with the N. T. R., to the city of St. John. This fact, and the definite assurance given by the prime minister to the delegation which recently waited upon him, should be sufficient to give all required assurance that, as far as the federal government is concerned, nothing will be left undone to ensure the early construction of the St. John Valley railway."

G. T. P. TERMINALS.

Asked whether he had anything to communicate regarding the Grand Trunk Pacific and its establishment of terminals at St. John, Dr. Pugsley said: "As the "Telegraph" is already aware, the G. T. P. has recently completed the purchase of a large area of land at the head of and around a considerable portion of the western side of Courtenay Bay, including the rights of the grantors in the tidal flats on the eastern side of the Marsh Creek. This purchase has been made for the purpose of providing terminal facilities for the National Transcontinental Railway. Mr. Hays, president of the company, has informed me that he considers this location presents an ideal opportunity for the establishment of ocean terminals and yard room."

In regard to the manner in which the G. T. P. will reach St. John, Dr. Pugsley said that the terms of the construction of the Transcontinental company is entitled to running rights and haulage rights over the Intercolonial on terms to be agreed upon between the company and the government; and that on a failure to agree, the terms are to be settled upon by the board of railway commissioners. "The company intends applying for these running rights to both St. John and Halifax and there is no question whatever but that they intend to make these ports the winter termini for the National Transcontinental. The Conservative press has been striving to agitate the country of late with the alarm that the movement of the Grand Trunk toward Providence means the diversion of the grain crop of the west brought seaward over the National Transcontinental to that port. As to this it may be said that President Hays has emphatically stated that the Grand Trunk Pacific will utilize as its summer ports Quebec and as its winter ports St. John and Halifax."

The minister added that the G. T. P. was bound to utilize the Eastern Section of the Transcontinental, and that as it has bought terminal room here and is to have a fleet of steamers coming to Canadian ports, there could be no doubt about its freight and passengers going through our ports in the winter season. "For the present, of course, the

SHOCKING DROWNING ACCIDENT

Six Girls and Two Boys Lose Lives Through Sinking of Boat--One Boy, Having Reached Shore Safely Himself, Goes Back to Save Others and is Lost.

Wilkesbarre, Pa., May 12—Eight high school students, six girls and two boys, lost their lives today while boating on what is known as the old paper mill dam at Huntington Hills, about twenty miles below this city, in the lower end of Luzerne county.

Their names are: Maud Sutcliffe 17, Carolyn Koons, 16, Ruth Bonhan, 18, Iris Davenport, 16, Rachel Thompson, 16, Madeline Good, 17, Robert Minnich 16, Ray Dodson, 17.

Twelve students of the Huntington high school got two boats at the noon hour and started for a row on the dam. The dam is nearly half a mile in width, and when the two craft had reached the centre of the body of water it was noticed that one of them had sprung a leak. The two boats were then pulled together by the young men in the party and an effort was being made to transfer the girls from the leaky boat to the safer craft.

The last one of the party had scarcely set foot in the boat when it began to sink under the combined weight of the party.

The girls were helpless to save themselves and the boys in the party with the exception of Dodson, being expert swimmers, struck out for the shore, which all reached in safety.

GALLANT BOY PERISHED

Minnich in the excitement, it is presumed, thought that all the young women had succeeded in reaching land. He had no sooner gained the bank than he noticed the girls hanging to the rapidly sinking boat. The

boy dashed into the water and swam swiftly to the water-filled craft. Only two of the girls were clinging to the boat, the others having gone down for the last time. Seizing Miss Davenport, Minnich again started for the shore, but the exertion was too much for the gallant lad and the two went down together when they were within a stone's throw of the bank.

When the boat sprang a leak there was no excitement among the members of the party, but as soon as the sound craft began to fill with water, it appeared as though every member became terror stricken. The shrieks of the drowning girls could be plainly heard on the bank of the dam, but there was no one near who could launch another boat and go to the rescue of the imperilled party. The terrible accident has cast a gloom over the lower end of Luzerne county, where the families of all the victims, are prominent.

Three of those who were drowned would have graduated this summer, young Minnich and the Misses Bonhan and Good.

As soon as it became known that the students had lost their lives, hundreds of persons soon surrounded the body of water and grappling parties at once began a search for the bodies of the unfortunate scholars. Those of Minnich and Miss Davenport were the first recovered. After grappling for less than two hours all the bodies were recovered. Not one of the parents of the drowned boys and girls knew of the accident until all of the bodies had been brought to shore.

REPORT THAT C. P. R. HAS SECURED D. A. R.

Story that the Great Canadian Road Has at Last Secured Entrance to N. S.—Vice-Pres. McNicoll Denies it.

Montreal, May 11.—There is a well authenticated report in railway circles here that interests representing the C. P. R. have acquired by purchase control of the Dominion Atlantic Railway. It is well known that negotiations to that end have been in progress for some time and it is generally believed the recent visit of Sir Thomas Shaughnessy to London had this as one of the objects in view. It is understood that it is the intention of the C. P. R. to inaugurate a forward and progressive policy in connection with the management of the D. A. R. A fast line of steamers will be established between Digby and St. John, giving rapid through connection between Montreal and Halifax. The erection of hotels at Digby and other points form part of the programme that the C. P. R. have in view. There is little doubt but that in this way they will be able to acquire most of the traffic both in passengers and freight bound to and from Halifax, the C. P. R. has had in contemplation for some time the pushing of its line east to Sydney and Louisburg, and the acquisition of the D. A. R. is believed to be preliminary to undertaking such an extension.

Montreal, May 12—Mr. David Mc-

G. T. P. trains destined for St. John will have to come over the I. C. R. by way of Moncton, but the G. T. P. has parliamentary authority to establish a shorter connection from the main line to St. John. With the establishment of terminal facilities at Courtenay Bay, and the construction of a dry dock, which I regard as certainties, of the very near future, this city should take a most important step forward in the line of progress and prosperity."

THE BRANCH LINES.

Of the taking over of the branch lines by the I. C. R., the minister said: "As your readers are already aware, the government, pursuant to its announced policy in connection with the branch railways, brought in a bill to enable the government to lease and operate the lines connected with the I. C. R., as part of the government's system of railways. Owing to an amendment having been made by the senate to which the House of Commons did not feel able to agree, it looked for a time as though the bill might be defeated, but a conference was arranged between the two houses and an amendment was agreed upon which in no way interfered with the effectiveness of the government bill and the reference to this important subject contained in the speech from the throne at the close of the session affords most ample assurance that the government recognizes the importance of the move, and believe that it will result in greatly extending the usefulness of the I. C. R., and will prove of great public benefit."

INSPECTION MADE OF STANLEY RAILWAY

Mr. E. B. Johnson, chief of the Department of Railways and Canals, Ottawa, was at Stanley yesterday, and made an inspection of the York and Carleton Railway. Accompanied by President Moore, he made a trip over the road from Cross Creek to Ryan Brook. The traffic possibilities were pointed out to him, and he seemed to be very favorably impressed with what he heard and saw. It would not be surprising if the Stanley branch should be among the first railways to be acquired by the government under the act of last session.

Sugar alone will sustain life for a considerable time.

Nicoll, vice-president and general manager of C. P. R., emphatically denies that anybody near to or far from their system have purchased or intend to purchase the D. A. R. in Nova Scotia.

LATER

Montreal, May 12—Despite the denial of Mr. McNicoll, it developed here tonight that the Canadian Pacific Railway has purchased the Dominion Atlantic Railway and steamships.

No details are available, but leading officials of the C. P. R. are said to have admitted that the deal has been closed.

The Dominion Atlantic will be a valuable adjunct to the C. P. R., particularly for the apple export trade. Among the improvements contemplated is a summer hotel at Digby.

PUBLIC NOTICE

His Worship, Mayor Thomas, most respectfully requests that the merchants and citizens of Fredericton give expression to their sorrow by draping their respective premises in mourning so far as possible until after the funeral of our late beloved Sovereign King Edward VII., that business be generally suspended during the hours of the funeral on Friday May 20th, and that the Public Schools be closed on that day.

J. W. McCREADY, City Clerk.
City Hall, May 10th, 1910.



MAIL CONTRACT

SEALED TENDERS addressed to the Postmaster General, will be received at Ottawa until noon, on Friday, June 10th, 1910, for the conveyance of His Majesty's Mails, on a proposed Contract for four years 12 and 6 times per week each way between GILKS and I. R. C. STATION and GILKS and MORAN from the 1st October next.

Printed notices containing further information as to conditions of proposed Contract may be seen and blank forms of Tender may be obtained at the Post Office of GILKS, MORAN and BLISSFIELD, and at the Office of the Post Office Inspector at St. John.

G. C. ANDERSON, Superintendent.
POST OFFICE DEPARTMENT,
Mail Service Branch,
Ottawa, 27th April, 1910.

SHOULD BE IN EVERY HOUSE WHERE IT IS POSSIBLE. THE LAWS OF THE BOARD OF HEALTH DEMAND

SANITARY PLUMBING

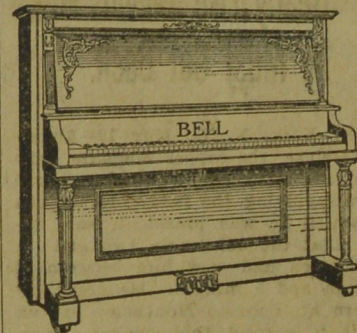
and we can fill the demand. Orders for the installation of Bathtubs and Closets will be promptly filled. These are of scientific design and excellent material, and specially recommend our Low Tank Syphon Our Workmen are Skilful and Competent, Our prices moderate for High Class work.



D. J. SHEA,

CARLETON ST.
Fredericton, N.B.

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.

Our experience covering a period of over twenty-five years has taught us what are the Best Piano on the market. Namely the HEINTZMAN & Co., BELL, GOURLEY.
LOOK US UP WE EMPLOY NO AGENTS.

McMURRAY & CO.

THE PIANO PEOPLE

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 G. S. Ranney Murray of the City of Saint John in the City and County of Saint John, of the Other Part, registered in York County Records in Book 35, 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 West corner side of Westmorland Street in the City of Fredericton, thence from the said point running South Westerly along the North Western side of Westmorland Street aforesaid one hundred and thirteen (113) feet, thence at right angles North Westerly and parallel to Brunswick Street aforesaid one hundred and sixty-four (64) 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 (64) feet three (3) inches to the place of beginning, containing one rood and twenty-seven perches more or less, and being part of Lots Number 23, 24, 25, 26, 27 in said Block Seventeen Town Plat of Fredericton (except as therein excepted).
Together with all and singular the buildings and improvements thereon and the privileges and appurtenances to said premises belonging, or in any way appertaining, together with the Indenture of Lease relating to the same and all benefit and advantages thereunder. Dated this thirty-first day of March A. D. 1910.
(Signed) E. S. RANNEY MURRAY
Mortgagee. (L. S.)
A. J. GREGORY, ESQ.,
Solicitor for Mortgagee.

R. W. McLellan P. J. Hughes
McLELLAN & HUGHES
BARRISTERS and ATTORNEYS
Money to Loan at Low Rates R.E. Security
The only things as contagious as vices are virtues.

AMUSEMENTS

Bijou

TO-DAY

PAT HARRINGTON

Two New Character Songs

"IMP" FEATURE

Special Songs for the Children
on Saturday.

DAILY MATINEE

SPRING

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
Decorator
Shore Street,
Fredericton, N. B.

WAGNER DICKERSON & CO.

BANKERS AND BROKERS

Members of the N. Y. Stock Exchange

Special Department for the
Purchase and Sale of odd lots
Listed and Unlisted
Securities

25 Broad Street - New York

"Did you hear about the red
white and blue wedding this morn-
ing?" "No; what about it?" "The
bride was in red, the bridegroom
thought he had left the ring at home
and turned white, and the bride's
father, who had all the bills to pay,
looked exceedingly blue."