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DAILY HERALD

FRIDAY, MARCH 22, 1907

The water department turned off the water supply of the city shortly today, shortly before 3 o'clock, and it was off for nearly two hours, to the great inconvenience of the citizens, especially to the manufacturing establishments, newspaper offices and other concerns using large quantities of water. The reason given was that a new T was being put in the main, but the work could surely have been done at night, or at least warning could have been given of the shut-off. A more serious condition of affairs would have occurred had a fire broken out in the city.

THE VALLEY RAILWAY.

Ever since it was known that the Grand Trunk Pacific Railway line would not traverse the St. John River valley route, the people especially interested in securing the much needed railway facilities in this district, have been looking to Mackenzie and Mann, the great railway magnates, who are pushing their enterprise—the Canadian Northern railway—from ocean to ocean, as the most likely persons to take up the work of constructing the Valley railway and making it a part of their Transcontinental railway line already largely built in Western Canada.

Mackenzie and Mann already own 3,000 miles of railway, they have practically built their Transcontinental line from Edmonton to Quebec, but they cannot stop at either of these two points. They must push on from Edmonton to the Pacific coast, and from Quebec to a winter port on the Atlantic seaboard, and St. John of all places offers the best advantages for their Atlantic terminus.

Premier Pugsley, always with an eye to anything that will benefit his native Province, and with a strong desire to see extended to the St. John valley, the railway facilities which it so much requires, and which up to the present it has been most unfairly denied, as soon as he learned that the Grand Trunk Pacific was to be located by the central route, placed himself in communication with Mackenzie and Mann with a view to inducing them to take up the St. John valley railway project, and he had the satisfaction of being able to tell the legislature in closing his budget speech that these great railway builders are willing to enter into negotiations with the government to carry out the object the Premier has in view.

Premier Pugsley's announcement is most important and the development of the scheme which he has in hand will be watched with intense interest by the whole country, and especially by the residents of the St. John valley, who will feel deeply grateful to him and the government for the action already taken.

The Premier in eloquent and fitting language pictured the fertility, the beauty and the latent resources of the splendid country awaiting the extension of railway facilities. He acknowledged the St. John Valley's claim for a railway and the development that would be sure to follow the construction of the proposed railway line, and it is most ardent,ly hoped that the enterprise of which he is so staunch an advocate will reach a practical stage before the present session of the legislature closes.

The people of the St. John valley have so often had their hopes aroused by successive railway schemes only to be disappointed, and chagrined at the failure of realization, that they naturally distrust any proposition that has not the appearance of practical merit and probable performance, but if Premier Pugsley can carry his plans forward as outlined in the legislature, he will receive the grateful homage and admiration of the whole St. John valley.

That he will use his best endeavors to accomplish the task to which he has set himself, is accepted without reserve, even by his political opponents, and the Herald joins with him in the hope that the present ne-

gotiations for the construction of the proposed railway may reach a practical stage at an early day.

A STATESMAN.

The ring of hope, of courage and faith was predominant in the closing sentences of Premier Pugsley's great budget speech—the most important and far reaching deliverance of the kind ever heard in the New Brunswick legislature.

Dr. Pugsley takes a statesmanlike view of public questions, and discusses them with the air of a man who is ready and willing to devote his great talents to the best service of his country.

He does not sit down and bewail conditions that might have been better, but he sets his face and his hand resolutely to present tasks, to means for the betterment of the province, and its people, and his hopeful utterances will find a hearty re-echo throughout the province.

The people will hope that he may have the strength as he has the determination to carry forward the plans he has in hand for the development of New Brunswick, and to increase the happiness and prosperity of its people.

The province has every reason to feel a pride in the great ability, energy and courage of its present premier whose broad statesmanship and vision, whose energy and eloquence, and high character mark him as a man capable of taking a leading place in the front rank of Canada's most distinguished public men.

CURRENT COMMENT.

Judge Savary of the western counties court of Nova Scotia, has retired. He is 75 years of age and takes the full superannuation allowance.

In what was really a want of confidence Thursday in the House of Commons at Ottawa, the government view was sustained by a majority of 65.

The report of the minister of militia to parliament recommends that the time for drilling the militia in camps be extended from twelve to sixteen days.

The Jewish residents of Chatham presented a congratulatory address to Governor Tweedie. They said they were proud and gratified at his appointment to the high position.

The Montreal Star, Conservative, referring to Mr. Geo. W. Fowler's insinuations in parliament against the personal reputations of ministers and members, and his failure to make specific charges, says: "Mr. Fowler should speak at once, if he intends to speak, and not wait to be dragged out of his ill-smelling hole like a trapped badger."

The bill to enable Fredericton to use the St. John River for sewage disposal will come up for discussion in the legislature on Wednesday next, and it behooves the authorities of this city to be on the watch to guard against any possibility of defeat. The opponents of the measure are on the alert, making a personal canvas of members of the legislature, and are using all kinds of arguments to induce the supporters of the resolution already passed to recede from their position.

PERSONAL MENTION.

Movements of People in whom our Readers are interested.

Dr. A. D. Smith of St. John is a guest at the Queen.

Ald. H. H. Pickett of St. John is a guest at the Queen.

Ald. Vanwart of St. John is a guest at the Queen.

Mr. A. O. Skinner, of St. John is a guest at the Queen today.

Mr. H. W. Sangster, barrister of Windsor, N. S. registered at the Queen last evening.

Mr. J. H. McRobbie, president of the St. John board of trade, is here on legislative business.

Dr. J. V. Anglin, medical superintendent of the Provincial Hospital, is a guest at the Queen.

Rev. C. J. Boulden, president of King's College, arrived in the city last evening and registered at the Queen.

Ald. John McGoldrick of St. John is shedding the light from his beaming countenance among the guests at the Queen today.

DIED OF PNEUMONIA.

Mr. Daniel J. Jeffries, son of Mr. James Jeffries, died at his home at Doak Settlement yesterday after a brief illness from pleuro-pneumonia.

He was twenty-four years of age and is survived by his parents and several brothers and sisters. The funeral will take place at 1.45 o'clock tomorrow afternoon with services by Rev. Richard Bolt. Interment will be made at Forest Hill, R. B. Adams undertaker.

PECULIAR RELIC.

Beautiful Carved Head of a Woman to Tell of Ship Wrecked on Hudson Bay Shores.

In a certain house in Fort Frances, Ont., there is an object which at once excites curiosity. The beautifully carved head of a woman, of Grecian mould, with gilded necklace and other ornaments unharmed, looks down wonderingly upon her strange surroundings. Last summer she lay upon the shores of Hudson Bay, and for two winters, storms and snows have drifted over her. Those who may find, in years to come, the decapitated body of the Figurehead Lady may wonder, indeed, over the peculiar sight. Three years ago the gallant ship Lady Head, founded on the Gasket Shoals, 150 miles north of Charlton Island. Last summer Mr. J. A. Osborne and a party of explorers came upon the figurehead of the wrecked vessel, in a perfect state of preservation. The body was garbed in flowing robes of a classical period. The find was a little too bulky to carry away entire, but Mr. Osborne could not resist the temptation to take away at least a part of it. Summary decapitation was accordingly decreed for the unfortunate lady, and her head now graces his den.

Mr. Osborne is editor and proprietor of The Fort Frances Times. From May to September he traveled 1,100 miles by canoe and portage north of the height of land. His party ran 42 rapids, and made 17 portages. At Moose Factory a boat was obtained and the adventurers sailed to Fort George and Great Whale River, the latter being the last Hudson Bay post on the east side of the bay. At this place there is only one white man.

The Eskimos Dying Off. "From there," said Mr. Osborne to a Standard interviewer in Winnipeg, "we journeyed for 200 miles north, pushing our way through immense fields of ice, from the middle of July to the 1st of August, which made it extremely dangerous. We were finally driven ashore by the ice. At this point we found the remnants of the wreck of the Lady Head, which foundered on the Gasket Shoals, 150 miles north of Charlton Islands, some three years ago. The pieces we picked up are the only relics of the ill-fated vessel that have ever been found."

The Eskimos, Mr. Osborne states, are rapidly dying off or moving to Labrador, following the tracks of the reindeer, whose migration the late Leonidas Hubbard, Jr., and the ill-fated Hubbard-Wallace expedition, went up to see. Asked with regard to the much-talked-of question of the navigability of Hudson Bay, Mr. Osborne said that on the way up he met Captain Ford, of the H. B. Co.'s steamer "Discovery," at Charlton Island, who said he had been sailing the bay for 18 years, and he could see no reason why it should not be navigable for four or five months during each year without danger. Mr. Osborne himself believes that the Hudson Bay route is a highway between the great West and the markets of the Old World, not only will the tide of immigration be turned direct to the West through the bay, but it will be found to be an easy and inexpensive route to the Dominion. The fisheries have never been exploited. The bay is teeming with cod, whittish, salmon and speckled trout, while there is no doubt that the surrounding country is filled with great mineral possibilities. The southern and eastern portions of James Bay are heavily timbered with pulp wood, which must be very valuable in a few years. As a game preserve, too, James Bay is a sportsman's paradise, it being the breeding ground of all sorts of wild fowl, such as ducks and geese, which throng its marshes in thousands.

20,000 H. P. Energy. Mr. Osborne said: "At Moose Factory I saw some of the finest gardens it has ever been my lot to see. On some of the innumerable rivers crossed by the line of the G. T. P. there is water power sufficient to turn all the wheels in Canada. The country is well stocked with fuel, both in wood and coal. I myself found splendid samples of lignite in a number of different places. The climate is said to be mild in winter, owing to its proximity to the bay and its moderate sea level."

Mr. Osborne gave some interesting facts regarding the progress of Fort Frances. In connection with the power house, by the 1st of next January, 20,000 horse-power of energy will be available, of which a large portion is expected to be utilized in the near future for flour mills, pulp mills, woodworking factories, etc. Two railways are now building as rapidly as possible from the south, one from Duluth and one from St. Paul.

To Walk Round the World. Two young men, H. L. Tiffany of Delaware and W. G. Drayton, who reside at 79 Maple street, London, Ont., have announced their intention of starting out on a trip around the world on a wager, the stipulation being that they cover the 25,000 miles in one year and eleven months. The wager is for \$6,000, and, as far as it is possible, carrying about 30 pounds of luggage and securing money only by the sale of picture post-cards. F. R. Thompson of New York, who makes the wager, is an enthusiast in globetrotting, and lately offered the sum mentioned to anyone who completed the trip in the time stated, under an agreement that they were to start without a cent, and would not be allowed to represent any firm on their travels.

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When You Clean the Stove. The kitchen stove can be cleaned with newspapers, but when cleaning do it thoroughly. Many tops of stoves receive a daily polish, and yet the sides are covered with dust and grease. Let the oven be thoroughly cleaned with a brush kept for that purpose, then nicely washed, and your bread and cake will have a pure flavor. Never leave dust or grease remains of former bakings on your oven doors. A newspaper will remove all of these. A wet cloth will complete the cleaning. In cleaning the cook stove do not forget to keep the pipe clean within and without, an important point to bear in mind.

Polar Seas. Polar seas are in every case shallower than tropical.

Teeth. Short teeth denote a short life and long teeth the reverse. Projecting teeth mean a greedy disposition, but white, even teeth indicate an upright character.

Brignoli's Weak Point. Brignoli, the tenor, was sensitive about his age. A young lady once said to him in admiration, "Signor Brignoli, I have known you ever since I was a little girl." He turned around in a fury and shouted, "Yes, and I have known you ever since I was a little boy."

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