

G. T. P. SUMMER PLANS

Prince Rupert Pacific Terminus of Transcontinental Railway to Start With 20,000 Population.

Prince Rupert is to start its career as terminal city of the G. T. P., on of 29,000.

This is the news brought down by Mr. William Wainwright, second vice-president of the Grand Trunk Pacific who has just returned to Montreal from the West, after having settled the dispute between the company and the British Columbia government regarding the acquisition of Indian lands required for the purpose of town sites and the term for which the company should enjoy the privilege of exemption from taxation for its lines in that province.

Mr. Wainwright remarked that he did not leave the British Columbia capital until the agreement, which he thought provided for a very satisfactory settlement of the issues on both sides, was embodied in an act of legislation and the act has been passed and received the assent of the Lieut. Governor. The questions were of such importance that the company felt it could not go on with the construction of the line in British Columbia until they were settled either amicably or by litigation. It was far pleasanter and far more satisfactory to have the matters adjusted in a friendly way. That was really why he undertook the second journey after he had conferred with Mr. Hays over the matter before the general manager left for England.

"It has now been decided," said Mr. Wainwright, "to call immediately for tenders for another two hundred miles of the mountain section east of the first hundred from Prince Rupert for which tenders had been received." This decision had been reached Chicago, where he met Mr. Morse on his way East.

"This," continued Mr. Wainwright, "could not have been done without a settlement, for our hands were tied

and we could do nothing, with a disputed title, involving a claim of reversionary ownership by the government hanging over our heads. With the two mountain sections in British Columbia to which I have referred under way, we will have this summer half of the Transcontinental system from the Pacific to the Atlantic coast under construction.

"As far as Prince Rupert itself is concerned, the surveys are now at work laying out the town sites. The matter of the laying out is just a little bit complicated by reason of the fact that every fourth section under the new arrangement belongs to the government, but there is not the slightest doubt that everything will go along smoothly. Parties who want four sections and who acquire three from us will have no difficulty in getting the title for the fourth from the government.

"Two thousand acres—that is three square miles—will be parcelled up in readiness for the first sale, which will take place in September.

"Everybody tells me that the rush for the town sites of our terminal city will be far greater than in the case of Vancouver. I am informed by persons who are considered most competent to form an opinion on the subject that Prince Rupert will start with a population of 20,000 and I believe that estimate will not be far wide of the mark.

"There is considerable activity there now. There are two hotels and a number of places of business, but the sites are only temporary. Nothing will be permanent before September. The terminal city, its surroundings will embrace altogether 23,000 acres—the original ten thousand acres we had on Kalen Island and now this thirteen thousand. The year 1909 will see the remainder of the town sites taken up."

NEW YORK SKYSCRAPER WAR.

Owners of Big Office Buildings in a Contest to Secure Tenants.

"So great is the rivalry for tenants in the war between the big office buildings in the financial district that some owners have assumed the responsibility of leases from \$50,000 to \$100,000 a year already made by a tenant to take him away from a rival."

"This statement was made Tuesday night before the real estate class of the West Side Young Men's Christian Association by Joel S. de Selding, of De Selding Bros., agents for the forty one storey Singer Building in a lecture on 'Downtown office buildings,' says the New York Herald.

"As these leases are made for from ten to twelve years, the aggregate amount involved runs from \$500,000 to \$1,000,000 that the owner assumes to get a tenant.

"Mr. De Selding, after discussing his subject from a technical point of view, was speaking of the economic advantages that would result from co-operation in the management of office buildings. Any overture of this kind, however, made by one party or another, he said, was looked upon with suspicion by the others, and the result was the greatest competition for tenants in the financial district that New York has ever seen.

"There never was so much new space as is offered for 1908. Acres and acres of floors will be ready in the spring, and the aggregate for the twelve months will be a record figure. There was completed last spring among notable structures, the West street and United States Express

Co. buildings. Later came the addition to the Trinity, the new United States Realty and the Trust Company or America buildings, all 20 to 24 storeys. Others nearing completion are the City Investing, the Hudson Terminals and the Singer. Work was recently begun on the new structure of the Lawyers' Title & Insurance Co., and there has been considerable building in the jewelry and insurance districts.

"As a result the speaker said, there was never so much competition and such active office to office canvassing for tenants. Agents have even been sent out by one company to canvass the west and south in the effort to induce business and industrial concerns to establish headquarters in New York.

"Renters are beginning to turn the tables on the agents and visit the various buildings from the City Hall park to the Battery, looking for inducements to make a change.

"In discussing the subject with a reporter after the lecture Mr. De Selding said he knew of one instance where two industrial companies in the same line of business took leases for entire floors in one building, expecting to get contracts in return. One of them was disappointed, and a rival building, learning of it, assumed their lease and rented them space at a less rate.

"Law suits are likely to follow, and now owners are trying to draw up a form of lease that will bind tenants more securely."

TWENTY YEARS AFTER

Some Points in the Budget Speech Compared With Affairs in Sir John A. Macdonald's Time.

Montreal Herald: Mr. Fielding yesterday informed the House of Commons of the rapid progress that is being made on the work of constructing the new Transcontinental railway. Up to the end of this month, he said, about twenty-six millions will have been spent on it, that total covering the period since 1904, and for the next twelve months thirty millions will be required.

Whereupon, Mr. Foster and the opposition press chortle at him, "Now you are in a fix."

But is he in a fix? Incidental to his statement of receipts and expenditures for the nine months ending March 31, 1907, Mr. Fielding mentioned that he had paid out over five and a half millions for the Transcontinental out of surplus revenue. He paid all the running expenses of gov-

ernment for the nine months, spent a million and a half on improving the Intercolonial, two and a half millions on permanent improvements to canals and public works, a million on militia improvements for which there had been loud demand, a million and a quarter on railway subsidies, a million and a half on bounties, five millions and a half towards the construction of the new Transcontinental.

And still had enough on hand to reduce the national debt by \$3,371,117.

For the year about to close, Mr. Fielding thinks he may have a revenue of about thirty millions. When Sir John Macdonald was building the Canadian Pacific, he had a yearly revenue of thirty-five millions. Yet men and newspapers who highly approved

of increasing the national debt by twenty-five millions a year when our total income was only thirty-five, profess to stand aghast at the prospect of having to shoulder similar increases when our resources are three times as large. Politics apart, is it reasonable?

Out of thirty-three millions of revenue Sir John had in the fiscal year 1886, nearly ten and a half millions was taken for interest charges on the debt, four millions for subsidies to the provinces, and a million and a half for sinking fund, leaving him just seventeen millions with which to run the country. And yet the C. P. R. was built. Today these charges are eleven million, or, say twenty millions in all, leaving Mr. Fielding seventy millions to work upon, where Sir John had only seventeen.

And yet people who stood fast in the real peril of the country faced when it built the C. P. R. on its slender resources and credit that was only sustained by the sheer bull strength of Sir Charles Tupper, profess to be alarmed now that the bills are coming for the Transcontinental, many of them being paid out of current funds. Partisan spirit is all right in its place, but people must not be deceived by it into parting with their common sense.

NOVA SCOTIA TO CELEBRATE.

First British Colony to Have Constitutional Government.

HALIFAX, N. S., March 18.—Halifax may be the scene of a celebration this summer which in historical interest will rival even the tercentenary of Quebec, if the movement for a fitting commemoration of the 150th anniversary of Nova Scotia securing representative government which was launched in the Legislative Council by Hon. J. N. Armstrong, yesterday afternoon is carried out.

Many of those whose presence will add so much interest to the Quebec celebration will be invited to participate here, for the event to be honored—the granting of the first constitution to a British colony—is of scarcely less importance than the voyage of Champlain. The attendance of the Prince of Wales, with the British and French fleets, Nova Scotians who have made a name for themselves in public life, and particularly in the unbuilding of this province and of the Dominion, and of representatives of Federal and Provincial Parliaments, is all part of the plan which is adopted by the local legislature and carried out will make Halifax the centre of interest in the Dominion during the coming summer.

TENACIOUS FORM OF SYSTEMATIC CATARRH.

Not an easy thing to cure, and a remedy that makes good deserves the credit. Catarrh cured Chas. H. Webb of Woodstock, N. B., who writes: "For a number of years I was troubled with systematic catarrh. It was a very tenacious form of the disease and nothing helped. I used up my system I used Ferrozone. This catarrh and keep it out. Two sizes, 25c. and \$1.00 at all dealers, sold under guarantee of satisfaction. They cured me." Your case may be chronic but Catarrhzone will drive out catarrh and keep it out. Two sizes, 25c. and \$1.00 at all dealers, sold under guarantee of satisfaction.

STALLED IN TUNNEL WHILE FIRE RAGED.

Passengers in New York Subway Train Spent an Anxious Hour This Morning While Fire—Men Extinguished Blaze in Station.

NEW YORK, March 17.—For nearly an hour today a train half-filled with passengers was stalled in the tunnel under the East River while a fire raged in the Fulton street station under Lower Broadway.

Blinding flashes of electricity sent the employees in the station scurrying to the surface and the cloud of dense smoke which began to drift in the tunnel caused instant suspension of traffic.

The fire started from a short circuit in the third rail at the Fulton street station and within a minute the wooden box which encloses the rail was in flames. The greased snake wood burned freely and threw off an immense quantity of smoke. It was not until the current in the whole system south of Ninety-Sixth Street had been shut off that firemen who had been summoned were able to make any progress in their fight against the fire. In the meantime every train in that long section of the subway had come to a standstill.

Above Brooklyn Bridge the delay was short but below that point, including the tunnel under the river, the power rail was "dead" for an hour.

NATURE AND A WOMAN'S WORK



LYDIA E. PINKHAM

Nature and a woman's work combined have produced the grandest remedy for woman's ills that the world has ever known.

In the good old-fashioned days of our grandmothers they relied upon the roots and herbs of the field to cure disease and mitigate suffering.

The Indians on our Western Plains to-day can produce roots and herbs for every ailment, and cure diseases that baffle the most skilled physicians who have spent years in the study of drugs.

From the roots and herbs of the field Lydia E. Pinkham more than thirty years ago gave to the women of the world a remedy for their peculiar ills, more potent and efficacious than any combination of drugs.

Lydia E. Pinkham's Vegetable Compound is now recognized as the standard remedy for woman's ills.

Mrs. J. M. Tweeddale, 12 Napanee Street, Toronto, Canada, writes to Mrs. Pinkham:

"I was a great sufferer from female troubles, had those dreadful bearing down pains, and during my monthly periods I suffered so I had to go to bed. I doctored for a long time but the doctor's treatment failed to help me. My husband saw Lydia E. Pinkham's Vegetable Compound advertised and got a bottle for me. I commenced its use and soon felt better. I kept on taking it until I was well and an entirely different woman. I also found that Lydia E. Pinkham's Vegetable Compound made childbirth much easier for me. I would recommend your Vegetable Compound to every woman who is afflicted with female troubles."

What Lydia E. Pinkham's Vegetable Compound did for Mrs. Tweeddale, it will do for other suffering women.

and the hapless passengers in the stalled train under the river spent that time in darkness and suspense. Obeying the orders from the officers of the company the guards kept the doors of the cars locked in order to prevent the passengers from leaving the train and being electrocuted on the third rail.

Sometime was required to repair the damage. The line was clear, however, before the downtown rush began.

Some men hit the pipe when really they should kick it.

To Suffer From Headaches Makes Life Miserable...

It takes a person that has had and is subject to headaches to describe the suffering which attends them.

The majority of cases are caused by constipation and dyspepsia. The dull throbbings, the intense pain, sometimes in one part, sometimes in another, and then over the whole head, varying in its severity by the cause which brings it on, purely indicates that there is something the matter with the stomach or bowels. To the fact that Burdock Blood Bitters reaches every part of the system is due its success in relieving and permanently curing headache. It has proven a specific for the malady in all its forms.

Mr. Wm. R. Gilchrist, New Mills, N.B., writes: "I was troubled for years with constipation and headaches, but after using four bottles of Burdock Blood Bitters I am completely cured."

Mr. John T. Kidner, Red Deer, Alta., writes: "I was troubled for several years with headache. I tried a number of remedies but they did me no good. I tried a bottle of Burdock Blood Bitters and it cured me completely."

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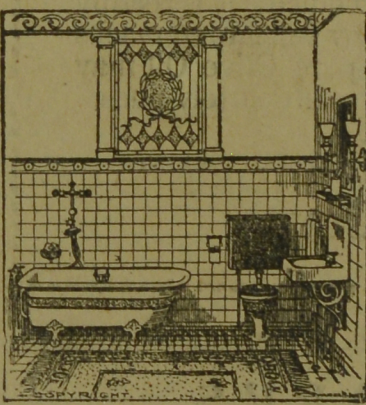
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