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SAINT JOHN, SATURDAY MORNING, FEB. 5, 1910. SIR WILFRID'S ANSWER AND THE ST. JOHN VALLEY RAILROAD.

The letter from Sir Wilfrid Laurier to Mr. Carvell is the first statement made by the Prime Minister or any member of the federal government containing an unnunications from the premier to Mr. Carvell or from Mr. Pugsley to the company have contained dilatory suggestions, criticisms, and advice, but did not give the promised answer of the government to the proposition submitted last March. Sir Wilfrid and Mr. Pugsley would only go so far as to say that if the provincial government would fix certain standards nd give much information, the federal administration would take the matter into consideration. No promise was made that the government at Ottawa would operate Valley Railway even if the standards and terms

roundabout method of giving an answer promised to the delegation last March, but it is not likely that the promoters of the Valley Railway proposition, or the provincial ministers will stand unon accompany at the valley response to the valley Railway proposition, or the provincial ministers will stand unon accompany to the valley Railway proposition, or the provincial ministers will stand unon accompany to the value of the value o vincial ministers will stand upon ceremony. We may assume that the letter of the premier to his political supporter will be accepted as an official answer to the request presented eleven months ago to the Prime Minister at Ottawa. The main thing is not the time and manner of the answer, but the document itself,

Here is Sir Wilfrid's undertaking:

"If the Provincial Government, or the Company with and must from the nature of the case have passed into the same control as the rest of the line, it was handed "details asked for by the Minister of Public Works, and over to a private company to construct, own and sell.

The standard suggested by Mr. Pugsley is set forth in the letter of June 19, 1909, from the Minister of Public Works to Mr. Winslow of the Valley Railway Company, to which letter Sir Wilfrid Laurier refers in his latest communication. It suggests:—"That the "government make a definite proposition engaging to obtain legislation authorizing the guaranteeing of bonds "for such amount as will be necessary to ensure the "construction and equipment of the railway from Grand "Falls to St, John on condition that the Dominion government shall agree to operate it as a part of the government shall agree to operate it as a part of the government allway system, on a long lease and to pay "the province 40 per cent, of the gross carnings."

As the government was paid up by the politicians who controlled it, was their promotion services. All the rest of the money was provided by way of loan by the Dominion government.

The idea was that the public should finance the proposition, the company have the handling of the money, and that when finally the bridge should be completed, the government should buy it, on terms laid down, that is to say giving the company interest on their alleged investment with a ten per cent, bonus. Meanwhile Mr. Parent and his friends paid themselves excellent salaries.

As the government was paid up by the politicians who controlled it, was their promotion services. All the rest of the money was provided by way of loan by the politicians who controlled it, was their promotion services. All the rest of the money was provided by way of loan by the politicians who controlled it, was their promotion services. All the rest of the money was provided by way of loan by the politicians who controlled it, was their promotion services. All the rest of the money was provided by way of loan by the cottended it, was their promotion services.

The Standard government to carry out its part of the under obtain the legislation required to guarantee mile on the conditions demanded by the set Ottawa. This will seem to involve a responsible to the conditions demanded by the set of the uniteraction of bonds.

But it must be admitted that the conditions imposed make it a hard proposition for the company. In 1907, when Mr. Pugsley proposed a guarantee of \$15,000 per mile to Mackenzie and Manu, he did not impose these high standards. His resolution called for 67 pound rails. There was no mention of grades, but Mr. Pugsley read a communication from the chairman of the Transcontinental commission, stating that their engineers had estimated the cost of their road down the Valley at \$44,500 per mile. This would not include equipment. We know now that the Transcontinental commission greatly under-estimated their cost of construction. But Mr. Pugsley pointed out that while the Grand Trunk Pacific was to be a four-tenth grade, and would cost \$44,500 per mile, the Valley road "which is "proposed will cost when equipped \$30,000 per mile." So it was then proposed to construct a railway of a class altogether different from that now demanded by Mr. altogether different from that now demanded by Mr Pugsley. Yet the Valley Railway proposed by Mr. Pugs ley was to be part of Mackenzie and Mann's Canadian Northern, a transcontinental system. It may also be pointed out that the line which Mr. Pugsley proposed in 1907 was not from Grand Falls to St. John out "from Woodstock, or from Centreville, following the "valley of the St. John River to the city of Fredericton, and thence following the said valley to St. John, or to a point on the C. P. R. at or near Westfield."

Judging from the experience of the Transcontinenta Judging from the experience of the Transcontinental commissioners, who estimated that their rallway if carried down the valley would cost \$1,500,000 more than by the route adopted, making it more expensive per mile as well as on the whole, it would appear that a railway of the standard proposed would cost equipped \$60,000 or more per mile. This fact must be known to Mr. Pugsley, who has been Sir Wilfrid's adviser in this matter. Yet he has seen fit to impose upon the company, and promoters of this line, the necessity of building with \$25,000 per mile guarantee, and \$6,400 subsidy, a railway to cost about double the amount of both funds, thus calling for some \$6,000,000 of additional capital. If this capital can be obtained under the condition that forty per cent. of the gross earnings go for bond interest, the work may proceed.

The public generally, and the people of the St. John Valley in particular, may form their own opinion of the reasons behind the demand of a standard for this railway that is not found on any railway in the Dominion, At last the long delayed answer is given, not to the company, nor to the provincial ministry, but to Mr. Carvell for use at a public meeting. This is a roundabout method of giving an answer promised to the delegation last March, but it is not likely that the motion.

CLIMAX OF THE QUEBEC BRIDGE SCANDAL.

Disappointment has come to those who hoped an end had been made of the Quebec bridge calamities. This tragic affair was begun as a political deal and ended in a terrible sacrifice of life and treasure. Though the bridge was to be part of the Transcontinental system. "details asked for by the Minister of Public Works, and "make a definite proposition for the construction of a railway from Grand Falls to Saint John, up to the stan "dard suggested by Mr. Pugsley, and provide for its "initial equipment, this Government will be prepared to "ask Parliament for authority to take it over upon a long lease for operation as a part of the Intercolonial "system, on the basis of paying over to the province, or "to the Company, 40 per cent, of the gross earnings, as "proposed."

The standard suggested by Mr. Pugsley is set forth The standard suggested by Mr. Pugsley is set forth the letter of June 19 1999, from the Minister of controlled it, was their promotion services. All the

"the province 40 per cent. of the gross earnings.

"The proposition, of course, should contain a description of the character of the road to be built. For instance, as to the grade which should not exceed four tenths of 1 per cent.; as to the bridges, which should be of steel; the culverts of masonry; the rails to be at the least 80 pounds per yard, and generally as to the road being up to the standard of a first class trunk line."

Now the business stands thus: Delegates from the The company made the contract for construction.

The grovernment was paying for the bridge, and as the structure was to be part of the Transcontinental. as the structure was to be part of the Transcontinental. But as a matter of fact no such supervision occurred. It is true that the specifications were sent to Ottawa for approval, but it is also true that when the bridge engineer of the railway department expressed the opinion that some of the parts were too weak, no notice was taken of his objections.

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"Sealing why to the scalands of our first clear trust line."

Now the business stands thus:—Delegates from the R. Alm, Yalley walled upon Mr. Etzen, who on bedard. The company man the contract for contraction, the contract of the contraction, and up forty was not provided to the contract of the contraction, and up forty was not provided to the contract of the contraction, and up forty was not contract the contract of the contraction, and up forty was not contract the contract of the contraction, and up forty was not contract to the contract of the contraction, and up forty was not contract to the contract of the co

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For the rare romance of a day.
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distant goal
That has dazzled since life began;
For the Dream is the child of the
rampant soul—
But the Deed is the man!

The Dream is the peak that is seen

afar.

And the wish for the eagle's wings;
The Dream is the song to the beckoning star.

That the world-waif fondly sitys;
Then the Deed comes crowned with the strength and skill.

That doth perfect a golden plan;
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But the Deed is the man!

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And the boast that would count them brave;
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Then the Deed gives battle to pride and pelf as only a conqueror can;
For the Dream is the child of the Better Self—
But the Deed is the man!

No song was so sweet, and no star so bright,
As the Dream of the Nazarene;
From Virgin's bosom to Calvary's height,
It sang and it shone, serene.
Then the Deed proclaimed him King of His Kind As the blood of the Martyr ran;
For the Dream was the child of the Master-mind—
But the Deed was the man!

—James C. McNally.

A Daily

Short Story

THE GODDESS OF MURDER

By Harold Carter.

The colonel's brother was officially adjudged to have died from natural causes, and the funeral was over. The colonel was seated in his smoking room with Inspector James of the Indian department of Scotland Yard.

"You say the jury was wrong, and that my brother was murdered," said that colonel mournfully. "I won't distinct on you word. But don't you say a don't won the first," explained the inspector setting the foot. With an almost imperceptible click a minute needle of steel came from the sole.

"I suspected how matters stood from the first," explained the inspector after the foot. With an almost imperceptible click a minute needle filled with deadly venom, such as leaves no trace den on upon a single occasion. But, sooner or later, the day arrives. A story was a decided from natural causes, and the funeral was over. The colonel was seated in his smoking room with Inspector James of the Indian department of Scotland Yard.

"You say the jury was wrong, and the colonel mournfully. "I won't distinct you word. But don't you say a don't don't you say the jury was a wrong, and the fune of the first. "Good was a firs

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Carmarthen Street Methodist. Centenary Methodist will meet in Centenary Church. Exmouth Street Methodist.

Tabernacle Baptist. Coburg Street Christian.

Brussels Street Baptist will meet in Brussels Street Church. The Congregational The Calvin Presbyterian

Zion Methodist. St. Stephen's Presbyterian eet in St. Stephen's Church.

Portland Methodist. St. Matthew's Presbyterian. Victoria Street Baptist.

Douglas Avenue Christian. Main Street Baptist will meet

Ludlow Street Baptist. Carleton Presbyterian. Charlotte Street Baptist. Carleton Methodist will meet in Carleton Methodist Church. Fairville Baptist.

Fairville Methodist. Fairville Baptist will meet in Fairville Baptist Church. Meetings will also be held in the Salvation Army Citadel, Char-lotte Street.

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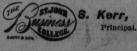
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