

MR. PUGSLEY OPPOSES ST. JOHN VALLEY RAILWAY

The Minister Writes Letter Excusing Federal Government's Delay and Blocking the Project With Dilatory Tactics—His Statements Contradicted by Laurier's Announcement and by Mr. Crocket's Account of the Ottawa Proceedings—Mr. Hazen Pressing Strongly for an Answer to His Offer.

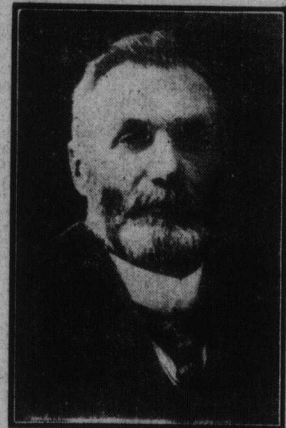
The Dominion government has not yet accepted or rejected or answered the offer from Mr. Hazen, submitted to Sir Wilfrid Laurier on the 15th of April by a St. John Valley delegation. This offer was that the provincial government would guarantee bonds of the road for \$25,000 per mile, if the Dominion government would undertake to operate the railway as part of the Intercolonial, paying the usual rental of 40 per cent of the net earnings.

of your favor of the 16th inst., enclosing copy of letter from Mr. Hazen to the Mayor of Fredericton, dated 9th inst. You ask if it is possible for me to inform you if the government of Canada is willing to accept the proposition made by Mr. Hazen, as premier of the province, to the effect that the New Brunswick government would guarantee the bonds of the road if the government of Canada would undertake, on its construction, to operate it as part of the government railway of Canada and to pay to the province 40 per cent of the gross earnings.

how the case should be presented and Mr. Carvell advised and agreed with the others on this. HE DID NOT SUGGEST THAT PROVINCIAL LEGISLATION WAS REQUIRED BEFORE THE LAURIER GOVERNMENT COULD ACT. A Definite Proposition and Understood as Such. "He and all of us considered THAT WE HAD FROM THE PROVINCIAL GOVERNMENT A DEFINITE AND SPECIFIC PROPOSITION TO PRESENT TO THE DOMINION GOVERNMENT."

CONDITION OF ALD. LIKELY IS SERIOUS

Reports from the General Public Hospital at a late hour last night were to the effect that the condition of Ald. J. A. Likely was the same as during the afternoon. The alderman is suffering from a broken hip and three fractured ribs.



ALD. J. A. LIKELY.

The accident to the alderman happened yesterday morning at his timber pond. He was walking over some sticks of timber which had been cantoned up by the tide, when one slipped, throwing him heavily. Some workmen assisted him to the office and Dr. Emery was summoned. The alderman was afterwards taken to the hospital. His condition is serious.

STATE-OWNED ELECTRIC CONNECTIONS WITH CANADA

Resolution Favoring Such a Proposition Re-introduced by Mr. P. D. Ross of the Ottawa Journal, Unanimously Adopted by the Imperial Press Conference—Strong Addresses Made by Canadian Delegates—Sir Hugh Graham Speaks on Canadian Immigration—Co-operation is Urged.

Special to The Standard. London, June 25.—The delegates to the Imperial Press Conference met today to consider the report on the cable rates. Hon. H. L. W. Lawson presiding. (Hear, hear.) The chairman submitted the committee's resolutions which urged the Governments of the Empire to aid in increasing the necessity of linking up the different parts of the Empire with wireless services. One positive result had been obtained, said Mr. Lawson. Mr. Baxendale on behalf of the Pacific Cable Board had stated that the board would unconditionally reduce their rates on press messages by half, provided the New Zealand Government would do the same regarding terminal charges. It was believed that the Australian Government would do the same, Mr. Lawson added.

between Canada and Great Britain. He remarked that in view of the developments in wireless telegraphy he would be making a great mistake if he used the words "state-owned cables." (Hear, hear.) Signor Marconi had informed the committee only this morning that by the month of August next he will be able to give a service of 15,000 words daily at half the present cable rate (Hear, hear). It was state-owned connection which would insure the reduction of rates. Mr. Fenwick seconded the resolution pointing out the appropriateness of such a resolution coming from a Canadian. A Canadian Question. Mr. Jas. S. Brerley, of Montreal, said this was very largely a Canadian question. The reduction announced by the Pacific Cable Company was the strongest argument in favor of Mr. Ross's resolution.

long before the governments did anything. It would certainly be longer than August before they got to work. (Laughter.) Mr. Dafeo seconded the resolution, Mr. Temperley withdrawing his objection at the request of the chairman. The resolution was carried unanimously, thirty-six voting for and none against. Sir Hugh Graham's Resolution. Sir Hugh Graham moved a resolution concerning emigration and said that there was not a question of greater importance than the maintenance of British sentiment in Canada, which was the keystone of the Imperial arch. The majority of the population of Canada was not overwhelmingly British. The French Canadians were contentedly British, but foreign immigration was seriously threatening that majority. Canada wanted good people from all lands but the Dominion wanted more from Britain. He announced that a serious effort would be made in Canada to commemorate the conference by organizing an association of the leading journalists and public-spirited citizens, to strengthen and stimulate existing organizations, in order that desirable immigrants may receive the utmost encouragement. He moved a resolution that the press co-operate in a wide direction towards immigration. (Hear, hear.) Mr. MacDonald, of Toronto, gave the proposition the heartiest sympathy. Mr. Nicholls, of Winnipeg, declared that foreign immigrants in western Canada, as citizens were absolutely all right. (Hear, hear.) The resolution was carried unanimously.

Premier Hazen's Letter.

However, Mr. Hazen was anxious to do all possible to hasten a conclusion, and wrote to Mr. Chestnut as follows: St. John, N. B., June 9, 1909. C. Fred Chestnut, Esq., Mayor, etc., Fredericton, N. B.

Dear Mr. Chestnut.—I understand that you are the chairman of the delegation that went to Ottawa to urge upon the Dominion government the granting of aid to the St. John Valley Railway, and I understood from some of the delegates that you returned from Ottawa with the understanding that AN ANSWER WOULD BE GIVEN BY SIR WILFRID IN A FEW DAYS TO THE PROPOSAL YOU MADE.

Col. McLean Thought It Definite Also. "H. H. McLean, M. P., was there and acquiesced in this presentation of the case. They all pressed upon the Premier and his colleagues the necessity of an early answer. It was stated to the Federal Ministers that the Province Legislature would soon propose that an early answer from Ottawa would enable the Dominion Government to introduce legislation giving effect to the arrangement. Sir Wilfrid Called It "Definite" Too. Sir Wilfrid Laurier spoke for the Government. He did not even suggest that the proposition was incomplete. He did not hint that it required legislative sanction or an Order-in-Council. ON THE CONTRARY THE PREMIER DISTINCTLY AND IN SO MANY WORDS SAID THAT THE PROPOSAL WAS "DEFINITE" AND WOULD BE CAREFULLY CONSIDERED.

SIR EDWARD MORRIS IS NOW WITH MR. BRYCE

Northeast Harbor, Me., June 25.—Sir Edward Morris, Premier of Newfoundland, arrived here tonight and will be the guest of Right Hon. James Bryce, the British Ambassador, for a few days.

\$36,000 A YEAR AWARDED TO MRS. GOULD, WHO IS VINDICATED BY COURT, OF IMPROPER CONDUCT

New York, N. Y., June 25.—Katherine Clemmons Gould obtained a legal separation, with alimony, from her husband, Howard Gould, third son of the late Jay Gould, by a decision of Justice Dowling in the Supreme Court today, after a trial which had lasted nearly three weeks. With the verdict she was awarded \$36,000 a year beyond what she was directly required to do and to find a small fraction of the amount named in her suit. Mrs. Gould asked for \$250,000. The first case was tried in the city of New York, and she was directly required to do and to find a small fraction of the amount named in her suit. Mrs. Gould asked for \$250,000. The first case was tried in the city of New York, and she was directly required to do and to find a small fraction of the amount named in her suit.

gratitude. I send a thousand loving thanks to all who helped me." The Judge's Decision. Justice Dowling's decision says in part: "So far as the defence has sought to substantiate by proof its allegations of gross habitual intoxication upon the part of the plaintiff, not only has the defendant failed to support that allegation by satisfactory proof, but on the contrary, the plaintiff has gone beyond what she was directly required to do and to find a small fraction of the amount named in her suit. Mrs. Gould asked for \$250,000. The first case was tried in the city of New York, and she was directly required to do and to find a small fraction of the amount named in her suit.

CRIME WAS REVOLTING IN EXTREME

St. Michaels, M. D., June 25.—The story of a crime unparalleled in this section of the country was probably brought to an end in the second chapter today when a man accused of the murder of pretty Edith Thompson Woodill, stood for a moment in a boat facing the men who had cornered him on the waters of a narrow creek, and then fired a bullet into his heart, falling lifeless to the bottom of the skiff in which he had sought to escape. The first chapter of the story should be the mysterious murder of a girl who had been in the highest social circles of Baltimore, Washington and Los Angeles, a beautiful, talented girl who had been a protegee of Lyman J. Gage, one of the former Governors of Brown, of this state. But by taking his fate into his own hands, the man known here as Emmet E. Roberts, but who in reality was Robert Emmet Eastman, a failed member of the consolidated exchange of New York, and who was accused of the murder, passed beyond the reach of the law and with his going there vanished the hope of clearing up the motive and details of the crime. A Rambling Letter. A letter addressed to Miss Vinnie Bradcome, care of Klaw and Erlanger, the theatrical managers in New York, gave Eastman's poorly substantiated denial of the crime. It was a rambling account of how he had been out in a launch with a party of men and women, all of whom were drinking to excess with the exception of himself and Mrs. Woodill; of how one of the women in a fit of jealous frenzy had attacked Mrs. Woodill with a wine bottle, and killed her; how the remainder of the party had taken to flight, leaving him to dispose of the body, and how as a means of escape from all of his troubles the writer had decided to end his life. The authorities have cast aside this theory of the death of the girl. The first word received from Miss Bradcome today conveyed the somewhat baffling information that she knew nothing of a Mr. Roberts or Eastman. Neither the known movements of Eastman and Mrs. Woodill nor any of the circumstances of the case tend to bear out Eastman's explanation in the letter which he left when he committed suicide.

I now write to you if you have received any word from Sir Wilfrid Laurier or any member of the government in regard to the matter. IT WOULD BE VERY MUCH TO KNOW, AT AS EARLY A DATE AS POSSIBLE, if the government of Canada is willing to accept the proposal made by me, as Premier of the province, to the effect that we would guarantee the bonds of the road if the government of Canada would undertake, on its construction, to operate it as part of the government railway of Canada, and to pay to the province forty per cent of the gross earnings. As the government of New Brunswick is ANXIOUS TO DO WHAT IT CAN TO FACILITATE THE CONSTRUCTION OF THE ROAD and as other negotiations may depend upon the answer of the Dominion government IT IS MOST DESIRABLE THAT A REPLY SHOULD BE FURNISHED AT AN EARLY DATE.

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 one per cent; as to the bridges, which should be of steel; the nature of the masonry; the rails to be at least 50 pounds per yard, and generally, as to the road being up to the standard of a first class trunk line.

No Reason at All. "There seemed to be no reason why the province should legislate first rather than the Dominion. I WAS THEREFORE AT A GOOD DEAL IMPRESSED AT THE FAILURE OF THE PREMIER TO KEEP HIS PROMISE, AND AN EQUIVOCAL SO AT MR. PUGSLEY'S EXCUSE FOR THIS FAILURE. And I think this must be the feeling of all the delegates who heard the Premier's statement. "Nor do I see how Mr. Carvell can have now reached the conclusion that something was left undone when the case was presented at Ottawa. "Everything was done at Mr. Carvell advised, and he never suggested the need of further action at Fredericton before the Federal Government should answer."

JAPANESE ARE SENSITIVE ABOUT IT

Special to The Standard. Toronto, Ont., June 25.—After a stormy two years in Japan, Mr. W. T. R. Preston, the late trade commissioner of the Dominion Government, arrived in the city this morning. Mr. Preston said that the past year had been about the most strenuous he had ever put in. He is being sent to Europe to promote trade relations between Canada and the Baltic countries and his headquarters will likely be in Holland. The most interesting statement made by Mr. Preston was that the Japanese have no desire to have their people emigrate to America or any place where their presence is likely to cause uneasiness. A Record Run From The Capital. Passengers who came from Fredericton on the Montreal express yesterday morning made what is probably a record run between the capital and this city. On account of the train, which was due at Fredericton at nine o'clock being delayed, the train which is scheduled to leave Fredericton at nine twenty did not get away until nine fifty. It made the run to the Junction in thirty-five minutes, and there made immediate connection with the Montreal express, which reached St. John at eleven forty, so that the run from Fredericton to St. John was made in one hour and fifty minutes. The Stables Are Coming In. The stables which are to race over the Maritime circuit are dropping into Fredericton one by one. The opening racing meet at the provincial capital on June 30, July 1 and 2, will be one of the best for years. Many horse lovers are expected to take advantage of the low railway rates to attend the meet.

ST. JOHN MEN WINNERS AT MONCTON

Moncton, N. B., June 25.—A big crowd attended the electric light handicap sports tonight on the M. A. A. grounds. St. John athletes carried off the honors, taking first in follows: Every event. The winners were as follows: Hundred yards dash—Covey, St. John, 1st; Paul, Springhill, 2nd; E. W. Ferguson, Moncton, 3rd. Time, 10.35 seconds. One Mile—Sterling, St. John, 1st; Stubbs, St. John, 2nd; Cameron, Amherst, 3rd. Time 4:45. High Jump—Brooks, St. John, 1st; Murray, Moncton, 2nd; W. J. Edington, Moncton, 3rd. Height 5 ft. 5 inches. 220 Yards Dash—Covey, St. John, 1st; Paul, Springhill, 2nd; Blanche, Amherst, 3rd. Time 24 seconds. Five Mile Run—Sterling, St. John, 1st; Stubbs, St. John, 2nd; Cameron Amherst, 3rd. Time 28 minutes, 12 seconds. Mile Relay Race—St. John team 1st; Amherst team 2nd; Moncton Western Union Club third. Time, 3:25. Officials—Referee, J. G. Wrang. Starter, J. W. Humphrey. Timers, F. L. Thompson and A. Dunn. Judges: Dr. P. J. Gallagher, A. C. Selig and P. O. Richards. The meet was a great success and will result in future meets during this season. Mr. Harry McGuire, who has been visiting his old home here left for Sydney.

HAS STRUCK IT RICH.

Edmonton, Alberta, June 25.—H. Waugh, a Klondike pioneer prospector passed through here with a seven ton gold stamp mill en route to Peer Riverton, within two hundred miles north of this city, where he has fifty claims of fifty-two acres each which will be developed. Waugh believes his property is very rich, and he is investing no less than twenty thousand dollars in freighting a mill to the Arctic circle. The entire trip from Athabasca Landing will be made by snow and raft, and the destination will not be reached before late in September.

RETIRE FROM STEAMER BRUCE

Special to The Standard. Halifax, N. S., June 25.—Capt. DeKey retires from the steamer Bruce to take charge of the Reid Newfoundland Company's shipping at St. John's. He has been at sea for 52 years, and commanded many important Newfoundland steamers. He has been in the command of the Bruce since she was put on the North Sydney and Fort Aux Basque route, 12 years ago, and in that time has made some 1800 trips without a serious accident, though his route has often been beset by ice. Mr. V. G. R. Vickers, general manager of the Dominion Express Company, reached the city yesterday and will spend two or three days here.

You will readily understand that the railway must be built to high standard with the most favorable grades obtainable, so as to reduce the operating expenses as much as possible, in order to warrant the government asking the approval of parliament of the operation of the road for 60 per cent of the gross earnings, in view of the fact that it takes, upon an average, all the earnings of the Intercolonial to pay the operating expenses. Of course, if the operating lease were made, the Intercolonial would have to engage to keep the roadbed and rolling stock in proper repair and to make necessary renewals from time to time.

I think you will agree with me that the quickest and best way to arrive at a satisfactory solution of the question is for the provincial government to make a definite proposition along these lines. Then the responsibility will be upon the federal government of either accepting or rejecting it, or, if it is thought advisable, suggesting modifications in the proposal. Again assuring you of my earnest desire to co-operate in every way possible to secure the early construction of the long-talked-of "St. John Valley Railway," I am,

Yours very truly, WILLIAM PUGSLEY. J. J. Winslow, Esq., Fredericton, N. B. Statement of Mr. O. S. Crockett, M. P. Mr. O. S. Crockett, M. P., who was in the city yesterday attended at Ottawa with the delegation which waited on the Premier. Mr. Crockett makes this statement: "When the delegates came to Ottawa THEY BROUGHT A DISTINCT OFFER FROM THE HAZEN GOVERNMENT. There was NEVER ANY QUESTION RAISED ABOUT THAT EITHER BY THE DELEGATES OR BY SIR WILFRID, OR BY THE MEMBERS FROM THE CONSTITUENCIES INTERESTED. There was a preliminary meeting at the Russell House which I attended. MR. CARVELL WAS THERE. It was decided

I am writing you as chairman of the delegation, and as one deeply interested in the matter so that you will understand that this committee of the government WILL BE WILLING AT ANY TIME THAT YOU MAY ARRANGE TO TAKE THE MATTER UP FOR DISCUSSION. When the delegation returned from Ottawa to Fredericton members of it stated that SIR WILFRID HAD PROMISED THEM A REPLY IN A FEW DAYS, stating whether he would agree to the proposition made by me, as premier of the province, or otherwise, and, in fact, some of the delegates stated that THE PREMIER SUGGESTED THAT THEY SHOULD WAIT UNTIL HE SHOULD GIVE THEM HIS ANSWER. If you have not received any reply up to the present time the Dominion government possibly may be in a position to give you an answer without any conference or further deliberation, as some time has elapsed since you presented the case to them. (Sgd.) J. D. HAZEN. Sent to Mr. Pugsley. This letter was sent by Mr. Winslow to Mr. Pugsley, who makes the following evasive and elusive reply. It will be seen that the whole effect of the minister's plea is to delay action, and to relieve himself and his colleagues of any responsibility in the matter: Mr. Pugsley's Letter. Ottawa, June 19, 1909. Re St. John Valley Railway. Dear Mr. Winslow,—I am in receipt

of your favor of the 16th inst., enclosing copy of letter from Mr. Hazen to the Mayor of Fredericton, dated 9th inst. You ask if it is possible for me to inform you if the government of Canada is willing to accept the proposition made by Mr. Hazen, as premier of the province, to the effect that the New Brunswick government would guarantee the bonds of the road if the government of Canada would undertake, on its construction, to operate it as part of the government railway of Canada and to pay to the province 40 per cent of the gross earnings. So far as I understand the matter, no definite proposition has yet been made by the provincial government, and I think it is a matter for regret that the suggestion contained in the telegram of Mr. Carvell, M. P., quoted in Mr. Hazen's letter, was not acted upon. In that telegram Mr. Carvell stated that "before the Dominion Government can give a positive answer they should have the information as to details of proposition. They suggest the local government pass legislation authorizing guarantee subject to conditions that Dominion government make satisfactory agreement to operate."

Being sincerely desirous of assisting the construction of the railway by every means in my power, I venture to make a personal suggestion for the consideration of your company and that of the provincial government. It is this: That the government make a definite proposition engaging to obtain legislative authorization of 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 part of the provincial government system, on a long lease and to pay to 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 one per cent; as to the bridges, which should be of steel; the nature of the masonry; the rails to be at least 50 pounds per yard, and generally, as to the road being up to the standard of a first class trunk line.

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