

# Valley Ry. Bill through Committee; Third Reading Next Wednesday

Continued from page one. them to be absolutely and perfectly correct with vouchers for all payments made. The committee then opinion of experts as to whether the province had got a good and sufficient return for money spent. They went to Mr. J. J. Taylor, Dominion Government inspecting engineer on railways, and who was absolutely independent of both provinces, the government as well as railway company. He said that in many respects it was most economically conducted work he had ever overseen with the overhead expenses remarkably low. Guarantee and subsidy of province and Dominion were, he felt, well represented in road as already constructed.

Then committee consulted with Mr. Guellet, a man who perhaps though not well thought of in some respects in this province, but who nevertheless was one of the most expert railway engineers in the entire Dominion. He said that he had gone over the work on the road as general manager of the Intercolonial Railway because when this Valley Railway was completed it would form a part of the system of which he was manager. He said that he was satisfied that the province had a money good road for the money already in it and which when completed would compare very favorably with national transcontinental railway through this province, but in comparison to which the cost would be a mere bagatelle. The Valley Railway, Mr. Guellet said, would be the best railway in the province with the exception of the Grand Trunk Pacific, and there the difference would be very slight.

The company's report was to the effect that \$38,000, or approximately \$8,400 per mile would be necessary to complete the 120 miles now under construction. The committee consulted with various experts as to this phase of the question. Mr. Taylor said that the amount required would be about \$6,000 per mile. Mr. David P. Maxwell, the provincial railway engineer, said that \$6,400 would be the cost and the committee went further and secured the opinion of a gentleman who has been interested as the contractor in the construction of many of the principal railways all over this section of the continent for a good many years, and was known to be an authority to the company engaged in the construction of this railway, and he gave it as his opinion after making a careful inspection, that from \$6,000 to \$6,500 per mile would be required. The reports of these experts abounded the arguments of the opponents of the government that the money had been squandered, and that the railway being built would not be fit to carry transcontinental traffic over.

He wished to corroborate the honorable member for Northumberland who was the first to speak on this bill this afternoon upon the mild way in which he criticized the members of the government, but the honorable member had a very poor case to work upon, and therefore it was not to be supposed that his criticism might have been of a more serious nature. However, it ought to be borne in mind that the criticism of the honorable member for Northumberland who had spoken on this bill were doubtless not because they believed the government was acting wrongly or injudiciously in this matter, but simply because matters of patronage in Northumberland county had not been going smoothly. The honorable member and his colleagues took this way of protesting. It had been said when the Valley Railway legislation was originally introduced that the province's interests were well safeguarded. If there was no opportunity before for losing the province's interests, the bill had been introduced with no increase in the actual bond issue on the railway; the only difference was that the conditions were changed and that under this arrangement are now guaranteed by the province. When the honorable member for Northumberland said that there is nothing to offset the credit which the province is putting into this enterprise they make statements which they should be ashamed to make in this or any other house.

### Company Put in \$350,000.

The province had the railway as an asset. It was simply a case of the province being in this position that they pay per cent. of the road earnings of the road did not amount to sufficient to pay the interest after the amount held deposit of upward of \$400,000 to offset the early period immediately after commencing operations the province would have to pay the difference. There was every reason to believe that there will be sufficient traffic of a satisfactory nature to make a return large enough to meet all interest charges.

### The Two Courses Open.

As had been outlined the honorable member in his speech to the house the other night there were two courses to be pursued in this matter, one was to take the road out of the hands of the present company and get them to give the company additional assistance so as to provide for the completion of the road. The other was to say that when the house first met the general feeling of members supporting the administration was to take the road away from the company and have it built either by other contractors or by a commission but the investigation which had been carried out showed that the province was receiving very fair value for every dollar of its money being expended, and it was evident that if the road were carried to an early and satisfactory completion it was better to go on with the company having their organization on the ground than to commence arranging for a new organization. If, for instance, it had been decided that it would have been better to appoint a commission to carry on the work it would take a matter of two or three months to get the right men selected for the position and they would have started on the job. This meant that the work would be held back and that the sections from Centreville to Gagetown could not be completed. It would instead have to go over until next season and there would be a great deal of money expended in the next season without any return coming in from the operation. While it would probably be the most non-partisan commission ever named if appointed by this government nevertheless it would be impossible to prevent the same difficulties which always attend in every public work and there would be a rush to the members, then to the commission, back to the government and finally back to the members again by people looking for work and favors of one kind and another and instead of getting the road completed in five years it would be delayed by 25 to 75 per cent. more than a private concern could do the work for. But if the government decided to go on with the present company and when the people of the province are not satisfied if they will see that the government has acted wisely and well.

### Not Prompted by Desire to Advance Province's Interests.

Two men, one from St. John and one from a place situated further up the St. John Valley had been put in all kinds of false and misleading representations before the public, were endeavoring to create a panic. These people were not interested in having the interests of the province safeguarded. That was not what was in their minds. They were interested in having the government in a hole, ruin Premier Fleming and get back into office with their friends again so that they could once more get their hands down deep into the provincial treasury.

### The Parts of the Opposition.

Mr. Carter said he would not intervene in discussion but for opposition which had developed for the road and it might be worth while for a few moments just to consider that that opposition consisted of three parts. First they had the notorious gentlemen who were successor to the redoubtable "W. P." in lead pencil "of \$5,000 fame which might almost as well have been \$5,000,000 as \$5,000 and not a long way from the truth. This notorious gentleman, of course, didn't know very much about graft, as an expert witness was limited to about \$125,000 of grafting transactions in connection with transcontinental contracts. That was all. He was one thing, but when he had another graft, he didn't know what his particular graft was but some courts ago he was publicly whipped in the streets of St. John by one of his fellow citizens. That made two thirds. The other man was discredited all over the province, and he was driven from political life by his own constituents. These are the three parts of the opposition which has been launched through the leader of the opposition, and he has made himself the mouthpiece of the disreputable politicians who had used them for their own purposes.

The committee had made a thorough examination of the company's books. They had made a thorough investigation independent of the government and they had obtained information from an expert who was prejudiced against the railway company. The committee had started with this and then they examined accounts and got evidence of work that had been done. All books, documents and papers in the company's office were thrown wide open to them. From examination made they came to conclusion that the money had been spent on the road and they could say that for every dollar paid to the company by the provincial government and also from the Dominion subsidy, one dollar's worth of work had actually been done on the road between Centreville and Gagetown. The honorable member for Northumberland had made some criticisms on course government was adopting; they appeared, however, to have a weak case, which was very weakly handled. If they only knew as much of the St. John River as he did they would know very well that the province would never be called upon to pay one single dollar. Everybody, of course, realizes that the Valley Railway was opened its traffic was light to begin with, and would not be enough to pay the interest on the bonds, but in this case the interest as provided for in such a way that the province would be absolutely safeguarded in respect to the guarantee.

The members for Northumberland had complained that another thing the government was doing was to take part of the bonds to pay the interest and leaving another to represent the

money as security. On the road between Centreville and Gagetown there was finished work which would show dollar for dollar spent. The road was not costing more than the original estimate, and the case of the transcontinental, which had cost from eight to ten times more than it was originally estimated to cost. No one could possibly construct a mile road for \$28,000 a mile. As a business proposition the only thing for the government to do was to put the company into such a position that they could go on with the work, rather than take it over and let the province do it. There never was any government work carried through yet that did not cost from twenty to fifty per cent. more than it had been done by a private party.

Mr. Tilley said the matter had been discussed and he would not take up much time with the remarks he had to make. A good many pertinent questions had been asked concerning the road. The province had to take the steps it was doing in self defense. What had happened was that the \$10,000 per mile second mortgage bonds which the company hoped to float, could not be marketed. It may or may not have been good business to have expected them to sell, but any way they did not. Now the road is partially completed and what can the government do but see that it is finished up to last autumn no definite route for it to enter St. John had been decided on because of the bridges that would have to be built across the river. When Mr. Montserrat's report came to hand with the estimate of \$2,800,000 would be required to build these bridges, which was only natural to ask where was that money to come from, particularly when it had been understood that these bridges could have been built for \$1,500,000.

As hon. gentlemen were aware, a definite business to have expected them to sell, but any way they did not. Now the road is partially completed and what can the government do but see that it is finished up to last autumn no definite route for it to enter St. John had been decided on because of the bridges that would have to be built across the river. When Mr. Montserrat's report came to hand with the estimate of \$2,800,000 would be required to build these bridges, which was only natural to ask where was that money to come from, particularly when it had been understood that these bridges could have been built for \$1,500,000.

There had been some people in the province grow exceedingly wealthy by the sale of the bonds. They were wanting to know where this astounding wealth in the Province of New Brunswick came from, and when Mr. Gould was asked where he got his money he said it was from the sale of the bonds. He said that he had been asked to sell the bonds and he had done so. He said that he had been asked to sell the bonds and he had done so. He said that he had been asked to sell the bonds and he had done so.

### Government Not Tied Up to Any One Company.

There was a provision in this bill in section No. 13, which made it clear that the government was not tied up to any one company, in fact that it was the spirit all through the bill. While it was claimed that the stock which the government would hold in the province, only in the future, nevertheless it would have a real value to the province, in fact that it was the spirit all through the bill. While it was claimed that the stock which the government would hold in the province, only in the future, nevertheless it would have a real value to the province, in fact that it was the spirit all through the bill.

### Mr. Baxter.

There were there were occasions which called for an expression of opinion in the province. It was a shame, but that was no fault of the present government. People had become interested in the construction of a railway down the valley. That wireless wizard, who now presides over the destinies of a certain section of politicians at Ottawa, had been in the province some few years ago that it was possible to build a road down the valley almost at no cost. The glowing picture which he drew of the benefits which would accrue from this railway set the people thinking about it more and more, till it created a demand on their part that the road should be built. This government then came into office, and then they had to take into the mouth of those politicians to condemn the government for carrying out the project which they themselves had advocated. He doubted if the gentleman from Carleton county or St. John. The bill had been proposed to build this road to the recognized standard of the transcontinental for \$28,000 per mile. Now he would state with the proposition that whatever the road cost it must be paid by somebody and in justice to the men on the road, it had been believed that something in that respect would not be amiss at the present time. The original estimate of the construction of the St. John Valley Railway from Grand Falls to St.

John via Perry's Point was \$1,237,356. These figures were made up on the supposition that the bridge over the St. John River would cost approximately one-half million dollars. As a matter of fact the information which has come from the reports of Expert Engineer Montserrat and the Foundation Co. showed the cost of this bridge to be \$2,063,377. In other words there occurred a difference of \$826,021. Sufficient work had already been done on the 120 miles of the road now under construction to show the correctness of the estimates of the engineer as to the actual railway construction exclusive of his main bridge, and the total cost figured on the work now done and the original estimate of the cost of completing the work was now placed at \$10,714,253 or about \$1,800,000 more than the government's original estimate of cost.

This difference is shown by the difference in the estimated cost of the bridge across the St. John river in the first place as compared with what a bona fide company had now actually done. Therefore, it is not necessary to build it for. In the face of these figures how far astray could anybody claim these estimates to be? On the other hand it must be admitted that these estimates now furnished for the completion of the road are reasonably correct. Therefore, it is not necessary for the government is not going into this thing blindly, but only with expert evidence furnished it and it must be admitted that the government is pursuing a wise and sober course.

To read the charges which are being irresponsibly put forth in the position press, one would think that the government had taken a contract made between the government and F. J. Gould of New York to tear it up into small pieces and throw it into the nearest receptacle available. As a matter of fact the government has never given any contract to F. J. Gould and Co. but the St. John and Quebec Railway Co. The Lisman were simply thrown away and for which the government never gave any consideration who had agreed to provide the money in return for securities which the company was to furnish them. The opposition press were as a matter of fact demanding such an unheard of procedure that the government should sue the Lisman for not carrying out a contract that they never made. Let the people understand that there had been no default of the government during the time that Lisman and Co. and let the people understand that the government was not allowing anybody to remain unbridled, unbridled or unbridled.

To read the opposition press these days one might imagine that the St. John and Quebec Railway Co. and F. J. Gould got the contract for the St. John Valley Railway there were other parties holding sway at Ottawa, and Mr. Pugsley who had been referred to on several occasions during the evening, but whose name had not heretofore been mentioned, had given Mr. Gould the contract for the St. John Valley Railway, if built should be built by him; that the government was not carrying out a contract that they never made. Let the people understand that there had been no default of the government during the time that Lisman and Co. and let the people understand that the government was not allowing anybody to remain unbridled, unbridled or unbridled.

### Will Run From Grand Falls to St. John.

But this road must be built through from Grand Falls to St. John and he felt justified in voting for a measure which provided for putting it through and, putting it there on time.

### Mr. Slipp Favors It.

Mr. Slipp said that he proposed to support this bill, and he wanted his constituents to know that he was opposed to the original proposition under which there was to be an additional bond guarantee of \$10,000 per mile. He said that he had decided to support this bill, and he wanted his constituents to know that he was opposed to the original proposition under which there was to be an additional bond guarantee of \$10,000 per mile.

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point out the necessities, the generous assistance from the federal government had been forthcoming.

### People of Province Not So Gullible.

Regarding the boyce which was being put up to the people that \$7,000,000 of the province's money was being carried away and for which the province would have absolutely no return, he did not think that the people of New Brunswick could be hoodwinked in such a manner, for such a state demand that the road should be built near true, meant that the Valley Railway when in operation would have absolutely no earning capacity at all, but even supposing there was something to this \$7,000,000 boyce, it would be well to remember that the western provinces had received lands from the Dominion for which there was absolutely no corresponding compensation. If such a thing should happen that this province stood to lose \$7,000,000, it would be a very serious matter. The opposition press seemed to like to talk about it, then if New Brunswick had its friends at Ottawa it would be reasonable to look there for assistance.

### Mr. Grannan Expresses Support.

Mr. Grannan said he had not expected to take any part in the discussion. He had been given to understand that there would be some opposition to this bill on the part of the two gentlemen from Madawaska, two from Northumberland and two from St. John. He was very much surprised to hear the gentlemen from Northumberland say that he had been in the House when the original bill was put through and should have opposed it. If that was the case he ought to have told his constituents so when he sought election.

### He was heartily in accord with the proposal to guarantee further \$10,000 per mile of bonds, and now that they had assistance from Ottawa and assurance that the road would enter St. John. He wished to say that the bill was then taken up section by section and agreed to with some slight amendments.

### House adjourned at 12.15 a. m. until Wednesday next at 8.30 o'clock.

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### THE BATTLE LINE.

The steamer Bertha, Capt. bound from River Point, passed St. Vincent April 9. The steamer Albatross, 2350 tons, built at Port of Antwerp on the Newcastle-on-Tyne.

### CARGO VALUATION.

The steamer Valatior, Zealand and Australia, a Canadian goods valued and foreign goods valued, making a total of \$407,017.

### WAS SUBJECT OF SEVERE BRONCHITIS.

Doctors Only Gave Temporary Relief. Dr. Wood's Norway Pine CURED HIM.

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way of development at Grand Falls also in a not distant future and when the industries which would result from carrying out of the power scheme were in operation there would be no lack of carloads of paper to ship down the Valley Railway.

### THE ALLAN LINE.

The steamer Corinthian, 1700 tons, built at Glasgow, Scotland, arrived at St. John, N. B., April 8. The steamer Victoria, 1400 tons, built at Glasgow, Scotland, arrived at St. John, N. B., April 9.

### WILL FIT OUT.

Digby, April 8.—The fishing schooner Oliver F. G. was fitted out by Captain John W. G. for the fishing season. The schooner will be fitted out by Captain John W. G. for the fishing season.

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The story concerns Henry Morgan, the famous buccaner, who afterwards became Governor of Jamaica. We are first taken on board his ship, when Morgan is gaining the esteem of Jack Teach, his mate, by winning all his savings through gambling. Following an attack on Captain Mardo's ship all hands are captured, except the Captain's little son, Juan, who is saved by the priest. Teach takes a hand in the boy and Morgan becomes the Governor of Jamaica. His identity is discovered and a trap is laid for his arrest. He escapes to the "Underdog," an old ship converted into a tavern and owned by Jack Teach. Teach recognizes Morgan and plots revenge. The latter rallies his men and they take to sea and renew their old trade. Incidents full of excitement pursue them. In one a city is completely destroyed by fire when the pirates raid it for plunder.

Juan and his sweetheart are captured. Teach offers to bring about his escape on condition that when Morgan is captured he will be turned over to him to deal with as he sees fit. This is done and in the end Morgan is placed in irons. He is turned over to Teach, who chains him to a rock in the sea and leaves him to his fate.

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