

## The St. John Standard

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ST. JOHN, N. B., SATURDAY, APRIL 4, 1914.

## THE VALLEY RAILWAY.

"As a result of our enquiries we are in a position to state that there has never been any intention on the part of the Provincial Government of deviating from the original contract which calls for the construction of the railway from St. John by way of the Valley and Pigeon, that in our opinion the interests of the province and of the city of St. John are being well safeguarded; and that the necessary arrangements will be made within a very short time, and the necessary assistance given the province to provide for the construction of the Valley Railway as originally intended."

J. M. ROBINSON, D. F. PIGEON.

This extract from the report of the President of the Board of Trade and his associate, who have recently devoted considerable time to the consideration of the Valley Railway question, should be satisfactory, we think, to that large and responsible portion of the public who wish to be impartial in their judgment, and who do not desire to see every transaction of a government viewed from a partisan standpoint.

During the past few months the story has been persistently circulated that the Valley Railway would be diverted from its original route, yet Hon. Mr. Fleming has repeatedly and patiently asserted that so far as he was concerned he never had any idea of building the road except from Grand Falls to St. John via the Pigeon route. A public man is surely entitled to have his conduct been such as to render it unreliable. The Standard believes that the mass of the people of this province, irrespective of their political creeds have confidence in the utterances of their Premier. Why, then, is the suggestion made that despite public and private assurance to the contrary, the route is to be altered?

The answer, we fear, is to be found in the lamentable fact that a small group of persons disappointed in the failure of their personal and party ambitions seek to discredit where they cannot destroy.

The fact that the Government employed the best expert to be obtained and demonstrated by his report that the St. John river can be bridged at Dunham's wharf, is certainly not to be regarded as an attempt to abandon the original scheme. Perhaps had as much care been exercised by another government in the planning of the bridge at Quebec, the people of this province would not now be waiting the construction of that important link in the National Transcontinental Railway. Mr. Monseratt's report has demonstrated not only that the bridge can be built, but that its construction will require more money than was at first, on a less complete survey, anticipated.

"Well, then, let us get more money for this important work," says Premier Fleming, and Messrs. Robinson and Pigeon, non-partisan and independent representatives of the Board of Trade, say that they are satisfied that the necessary assistance will be given the province to provide for the construction of the railway as originally planned.

Surely a calm statement of this character will appeal to rational minds as more worthy of attention than the somewhat hysterical assertions which have been flooding the opposition press. Perhaps it would be just as well to give the Government and the Legislature some credit for the possession both of ability and industry, and to realize that they have, without ostentatious display, been proceeding upon the very lines which the people of the province will concur in approving.

Much is made of the request at the contractors for a further guarantee of bonds. It has been, therefore, assumed that the railway is to cost very much more than was originally estimated. Is this a fact? Let us look at the figures:

The original estimate of Mr. D. F. Maxwell for the construction of the road from Grand Falls to St. John via Gondola Point, including bridges at that place, the "Mistake" and at Ant-dover was \$10,107,626. Today 118 miles from Centreville to Gagetown is nearly finished. It will require not more than \$750,000 to complete these sections. Yet the total estimate of cost, using Mr. Monseratt's revised figures for the bridges is \$10,774,253, or an increase of only about \$667,000, which is practically all attributable to the bridges. In other words, the railway, exclusive of the bridges, will not cost more than the original estimate. It is well known that the Government is taking all proper steps to obtain further assistance in respect of these structures, and the Standard is of opinion that the assurances given by Messrs. Robinson and Pigeon will be fulfilled. Construction of the road was to be effected by the guarantee of bonds

to the extent of \$25,000 per mile by the province; \$6,400 per mile by the Dominion, and the sale of second mortgage bonds of \$10,000 per mile by the company. It still appears that this financing would be sufficient if the company were able to float the second mortgage securities which, unfortunately, owing to a breakdown in their arrangements they are unable to do. This is to be regretted, but it is not in any sense the fault of the Government that the financial depression which swept over the continent has prevented the marketing of these securities. The road clearly can not be left as a local liability from Centreville to Gagetown. It must be completed so that it may form part of a trunk line which, as the report of Messrs. Robinson and Pigeon indicates, it will become. In the meantime the money must be raised and, so far none of the critics have suggested how this is to be done unless the Province gives some guarantee. The extent and conditions of this assistance, may, we submit, be fairly left to the Premier and his colleagues to work out. Whether it is better to have the whole work or any part of it completed by the present contractors, is after all, not the main question. The vital necessity is to get the whole road built and quickly. The Government, which since 1908, has almost recreated the business of the province may safely be trusted to find competent contractors and adequate safeguards to ensure the construction of a road up to the standard specified.

## THE CANADIAN NORTHERN

It now seems likely that the government, in order to avert a situation that might easily prove serious to the financial welfare of Canada, may decide to come to the assistance of the Canadian Northern Railway and, by some well considered plan, place that line upon a basis where it will prove an even more valuable asset to the country.

Conditions arise in the industrial life of every new country, such as Canada, where, in order to preserve the fabric of important undertakings, and bring them into that state where they shall be a real benefit to the people, it is necessary that some measure of public assistance be given. In the case of the Canadian Northern this has already been done to a very considerable extent and that company has drawn very large sums of money from the federal and provincial coffers.

There will be those ready to say that all business enterprises should be self sustaining; that it should not be necessary in a young country, with the splendid future and resources of Canada, for large undertakings to seek the support of the government of the day in the financing of their plans; that the practice of giving subsidies to railways and other similar projects is not a good one and should be discontinued. This is as it may be. The day probably will come when all the great railway and steamship lines of Canada will be in operation without the receipt of one cent of public money, but that day is not yet. It is not easy to force development or by legislation bring nearer a condition which can only come with the process of natural and national growth.

The Canadian Pacific Railway could not have been developed to the splendid position it now occupies without public aid; the construction of the National Transcontinental will not cost the country hundreds of millions of dollars in unnecessary expenditure, but the methods of its construction were so wasteful, and so entirely devoid of all business method that the reputation of Canadian railway undertakings must suffer because of the misdeeds of the Laurier appointed commission and their hungry contracting friends. This being the condition it is altogether unreasonable that the Canadian Northern should now be in the position of supplicants for assistance? And, considering the large amount of interest the country already has in the ventures of that company, is it wise to allow their application to go unheeded?

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## Diary of Events

## HISTORIC DAYS IN CANADA

Twenty-one years ago today the English and American representatives began their arguments before the court of arbitration in the Bering Sea dispute, sitting in Paris. Canada was vitally interested in this controversy, and Sir John Thompson, Premier of the Dominion, was one of the British arbitrators. Sir Charles Hibbert Tupper, son of Sir Charles Tupper and then Canadian Minister of Marine and Fisheries, acted as British agent in the arbitration proceedings, and Christopher Robinson, of Toronto, was one of the British counsel. The United States had claimed what amounted to a monopoly of the seal fisheries of the Pacific coast and the right to pursue Canadian fishing in the waters of that region. The British government disputed this exclusive jurisdiction, and in 1891 it was agreed to submit the dispute to arbitration, and to send a joint commission of experts to the seal islands. Prof. George M. Dawson, of Ottawa, and Sir George Baden-Powell reported that the herds showed no danger of extinction, as had been alleged by the United States. The award of the court of arbitration directed both the British and American governments to prevent their subjects from killing or hunting seals within a radius of sixty miles around the Pribilof Islands, and elsewhere during the breeding season, but denied the claim of the United States to the right of the protection of the seal when found outside of the ordinary three-mile limit. Damages for the seizure of Canadian ships which had been made by the United States were left to be settled by diplomatic negotiations. At first the United States refused to ratify the agreement of the State Department to pay \$250,000, but after a prolonged controversy more than that sum was paid to Canadian sealers to compensate them for the losses they had sustained.

## THE HUMAN PROCESSION

## EARL OF DERBY 49 TODAY

The seventeenth Earl of Derby, who will pass his forty-ninth birthday today, has inherited, along with his title, estates and ability as a statesman, a passion for horse racing that has long been a family trait. For many generations the Earls of Derby have been patrons of the turf, and one of them inaugurated the greatest of English racing classics, the Derby. The first Earl of Derby received his title and estate for his heroism at the battle of Bosworth in 1485. The Earl was a peer at the trial of Mary, Queen of Scots. Succeeding heads of the house achieved fame in various ways, and in 1750 the then Earl gained immortality by instituting the Derby and the Oaks. The fourteenth Earl headed three administrations, forming ministries in 1801, in 1858 and again in 1866. The fifteenth Earl held a cabinet portfolio under Gladstone, but later became the opponent of Gladstone on the Irish Home Rule question. The sixteenth Earl of Derby, father of the present holder of the title, was Governor General of Canada from 1887 to 1893, succeeding to the earldom in the latter year, and held several other public positions of importance.

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## Best Money He Has Ever Spent

Was What C. Hansen Paid for Dodd's Kidney Pills.

Had been Ailing for Six or Seven Years when He Took a Neighbor's Advice and Found a Complete Cure.

Mona, Man, April 3.—(Special.)—Mr. Cornelius Hansen, well known and highly respected here, is telling his friends of his simple but complete cure from a protracted illness. The facts in brief are: He had Kidney Disease; he took Dodd's Kidney Pills; they cured him. But let Mr. Hansen tell his own story.

"I was troubled with my kidneys for six or seven years," he says. "My back was so sore I couldn't get out of bed in the mornings. I tried medicine, but they did me no good. Then I met a neighbor, and he advised me to try Dodd's Kidney Pills. He said he had used them in his family for a long time and they were a great medicine."

"I bought six boxes of them, and by the time I had taken three of them I was feeling much better. Now I am quite well, and I think the best money I ever spent in my life was what I paid for Dodd's Kidney Pills. Dodd's Kidney Pills are no sure-kill. They simply cure sick kidneys. But they do all that is claimed for them."

## Little Benny's Note Book

By Lee Page.

Pop and me and me was in the setting room last nite, pop smoking and me imbrodding and me supposed to be doing my lessons and pop said, man may hum and me may go, but that poor simp Wilkins will get awn my nerves forever, I bleave he axually wats awn the corner evry day till he sees wich kar im in, so he can get awn and gum up my joy of living with his sick ming stories about that pie faced kid of his, wats his nam? Springfield, or Wayne Juncakahn, or sum fool label.

Winfield, sed ma. Yes, thats warse sed pop, well he followed me into the car awn my way hoam today, with a nawseating tale awl about how he calm hoam last nite and found that inhwman brat of his, Mexiko Sity or watevvr his nam is sitting on his haunches with wun of Wilkins segars in his mouth.

O, sed ma, wassent that cute. No it wassent sed pop, it was sickening, thats wat it was, sickening, it took Wilkipa haft an hour to tell me that if it took him a minit.

G, pop I sed, was the segar lited. No sutch luck sed pop.

Mrs. Wilkins was telling me sum of the things he dus, sed ma I think hes the cutest baby.

Bah, sed pop, hes as cute as a hipper potamist with the oke, eny baby caut with a segar in his fase at 6 munts of age will be caut with a bomb in his hands befor hes 21.

I dont care wen you say sed ma, I think that boycute. Then let me tell you wens yure rong sed pop, in the first place, hes nat a baby at all hes a red fased chimpanzee named Los Angeles, and in the 2n place, no baby in cute.

O,js that so, sed ma, well when benny was a baby you tawked tnuft about him goodness nuch.

If I remembir ritey, I refused to have anything to do with him, sed pop. And jest then the bell rang, and I ran to the frunt room and looked out of the window, thinking it was wunof thefless and heer ho it was awn the steps but Mr Wilkins and Mrs Wilkins and the baby and I kwick ran back to the setting room saying, G, pop, its the Wilkineses, and they got Winfield with them.

Help, ade, suckir, sed pop, let me out befor you tell me in for the luv of infant mortality, Wilkins willsend the hole evening telling range smooking hisgrandfaathers pipe.

And jest then the door bell rang agen, and pop kwick ran down stares and got his hat and cote and went out theback way, and I let the 3 Wilkins in.

Mistress (discussing housemaid who has given notice)—Well, of course, if she wants to go, she must. But it seems foolish of her if her only reason is that she wants a change. She won't get a better place than this.

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Edward George Villiers Stanley became seventeenth Earl of Derby on the death of his father in 1908. Prior to that time he had served as aide-de-camp to his father in Canada, as chief press censor and private secretary to Lord Roberts during the South African war, as financial secretary to the war office, and Postmaster General. The Derby land holdings comprise about 70,000 acres chiefly in Lincolnshire. The Earl, like most of his ancestors for several generations, is a leading member of the Jockey Club, which Lord Derby recently described as "the most venerated institution in England." Lord Derby is one of the closest friends of King George.

Let us suppose a condition. What would be the general effect upon the country if a concern of the magnitude of the Canadian Northern should be forced into bankruptcy? Would it not eventually entail a cost and loss many times greater than the sum now required to place the road beyond the possibility of such a fate? And the very men who, today, object to government assistance would be the first in such an eventuality to blame the government for not holding out such aid when the opportunity offered.

There is just one thing the government of the country can do. That is to have a complete understanding of the position of the Canadian Northern and an exact statement of its assets and resources before giving favorable consideration to any request for aid. Then, every measure must be taken

to safeguard the interests of the people by obtaining ample security for whatever assistance is required. This already is being done. It is understood that information is now in the hands of the government and that every care will be taken of the interests of the country. There will be no leap in the dark, no blind haste such as was largely responsible for the situation in which Canada finds herself today in regard to the Transcontinental. Whatever is done will be with the idea of finding the best solution and the people may rest content that any plan of assistance decided upon will be in the best interests of Canada present and future.

Twenty-one years ago today the English and American representatives began their arguments before the court of arbitration in the Bering Sea dispute, sitting in Paris. Canada was vitally interested in this controversy, and Sir John Thompson, Premier of the Dominion, was one of the British arbitrators. Sir Charles Hibbert Tupper, son of Sir Charles Tupper and then Canadian Minister of Marine and Fisheries, acted as British agent in the arbitration proceedings, and Christopher Robinson, of Toronto, was one of the British counsel. The United States had claimed what amounted to a monopoly of the seal fisheries of the Pacific coast and the right to pursue Canadian fishing in the waters of that region. The British government disputed this exclusive jurisdiction, and in 1891 it was agreed to submit the dispute to arbitration, and to send a joint commission of experts to the seal islands. Prof. George M. Dawson, of Ottawa, and Sir George Baden-Powell reported that the herds showed no danger of extinction, as had been alleged by the United States. The award of the court of arbitration directed both the British and American governments to prevent their subjects from killing or hunting seals within a radius of sixty miles around the Pribilof Islands, and elsewhere during the breeding season, but denied the claim of the United States to the right of the protection of the seal when found outside of the ordinary three-mile limit. Damages for the seizure of Canadian ships which had been made by the United States were left to be settled by diplomatic negotiations.

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