THE SEMI-WEEKLY TELEGRAPH, ST. JOHN. N. B., WEDNESDAY, MARCH 22, 1911

# YORK CO. AND THE VALLEY RAILWAY

A portion of the report on the Valley Railroad made by Chief Engineer Maxwell to the Hazen government directly and completely justifies the action of the Dominion government in insisting that the Valley line shall be built up to the general standard of the Transcontinental in New Brunswick. In closing his report Chief Engineer Maxwell says:

"Section 37 of the Act authorizes the Lieutenant Governor-in-Council, in the case of the construction of this road either under part 2 or 3, to make provision for running rights over the same or any part thereof, for any through line of railway seeking connection with the port of St. John or the port of L'Etang, St. Andrews, or other port in the county of Charlotte. In view of this important provision in the Act, it would not be advisible to construct a railway along the Valley of the St. John River, and particularly below Woodstock, except as specified in part 2 of the Act, as the difference in cost of construction of New Brunswick act does require the initial two lines of railway, one built to the standard transcontinental four-tenths per cent. grade and the other built to the standard Intercolonial grade of one per cent., would not be at all proportional to the real value of the respective roads for transportation purposes."

matters affecting the expenditures of the public monies would be absolutely final. Because the fact that the ministers mishandled the provincial monies last year has been made public and consequent proper condemnation has been visited up the government, unscrupulous party ers are singling out the auditor-general for bitter attacks. The game is too thin. The attempt to draw that proverbial red herring across the trail will not save the

## TORIES FIGHT HARD TO **BLOCK PASSING OF THE PROPOSED LEGISLATION**

tinued from page 1.) to Mr. Chestnut, who was the press ailway company and I have a let Chestnut addressed to Mr. Brunswick, in referred to an interview he had ne, and in which I told him that if vincial government regarded the ons as too hard then the prop ing for the provincial government to d as to ask the legislature that the spe

nditions should be left roval of the provincial government left a way open there for ever, he regretted to say that the and after recess I will read that letsome people and among them Mr. Crocket. to bring it into remier Hazen and his associates, who The provincial government was so had criticized their efforts and sought in prevent government operation

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every way to thwart their efforts. How- Minister of Railways Surprised of the St. John Valley Railway that they had asked the legislature to absolutely tie ever, they would be disappointed. road would be built and a great traffic that vielding to the ands so that no matter what modifinister of railways might be Dr. Pugsley said it was an extraordinary thing that no direct communication in reto, the provincial govern uld not be able to act. It was in gard to the construction of this road, st extraordinary action I ever knew proposal of any sort had ever been made by Premier Hazen or the provincial government to take, they being one party proposed bargain, we being another, ernment to the domin ion government to ggesting certain terms, they de-Sir Wilfrid Laurier, to the minister of raillegislature to leave it t roads or to himself. egotiate; they declined to ask ature to urge a reconsideration

Dr. Daniel. out they asked the leg-

f the conditions, but they asked the leg-slature wholly to tie their hands so that ness the conditions were complied with a the minutest particular they could not "But, sir, they will be obliged, if they want this road built, as they know now rom the report of their own engineer, they will be obliged to go back to the legguarantee the bonds.

will be obliged to go back to the leg- never materialize. islature and ask that modifications be en-acted, or they will never get a road, such what non-committal remarks on the gov-

Brunswick are demanding and which is necessary for the progress, prosperity and development of that beautiful St. John F. B. Carvell.

Dr. Pugsley said the government's reso-ion provided that while the initial aipment of the road with rolling stock the people of the St. John valley to get additional rolling stock from time Dr. Pugsley said the government's resowas to be provided by the company, the dominion government would provide all the long desired road. It was first mooted twenty-five years ago and there had been future rolling stock for the 99 years it was to operate. two abortive attempts at construction.

operate. "The provision that the initial rolling ock be provided by the company was bly to conform to the New Brunswick stock be provided by the company was only to conform to the New Brunswick statute and enable the builders to obtain the provincial bond guarantees, the cost would be small, only about \$1,000 a mile." Mr. Crocket—"I will give an undertak-ing that the New Brunswick legislature eral government would agree to operate the road when constructed and give forty per read that the province had offered to guar that the New Brunswick legislature,

that the New Brunswick legislature, ch is in session, will amend the act as to allow the dominion to provide initial equipment of rolling stock." rocket Caught. Ir. Graham—"Then you a'dmit that the v Brunswick act does require the initial ing stock be provided by the company. m willing to accept any amendment to ry out the intention we have of providout the intention we have of provid-illing stock after the initial equip-

ing rolling stock after the initial equip-ment, which the provincial act requires the company to make. We want the road to be built and the people get the bene-fit."

ent giving a high rental, bu would not begin paying fo

Dr. Pugsley said: "The governments" would suffer. "I said a year ago I knew of a man who proposal was generous. A rental of forty wor per cent was high. The Grand Trunk in

The Hon. Mr. Graham, who followed, sa rom Hon. Dr. Pugsley and My ell to agree to a large therefore would please the people of New Brunswick. ised to find that he had Instead he had stir the persons of Messrs. Daniel. If he had

w read in that way.

New Brunswick legislation

willing to undertake the real

o handle traffic, as it inc

As the amendment by Mr. Crocket

t was out of order as such a motion

The chairman ruled that the amen

om the enacting part of the res

Mr. Crocket then dropped the

This amendment was unanim

ot come from a private mer

osed an additional charge on the treasur

hat the rolling stock should be a por

Mr. Graham said he wanted to have

ilt and wanted to agree

security of the provinc

Parsons Pills

even prov

000 Yearly Speech of Leader a dictment o tration. enable the to do so. To make it certain that he w roviding the rolling stock he would a

Special to Fredericton, N. 1 effective embly years th Hon. Mr. Robinson position, this af statements, in Robinson laid facts, exposing extravagance and Hazen ministry

down, after

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Hon. Mr.

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Coming In

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Prove

Mr. Maxwell, had he tried to do so, could not have more completely vindicated the position of the federal government in regard to the proposed railroad through the river counties. Hon. Mr. Pugsley, Mr. Carvell, and others familiar with the needs of the valley, and who have worked continuously and energetically to give the people of that section adequate transportation facilities, have succeeded in bringing within easy reach the great advantages which residents of the valley are most anxious to obtain. By the acceptance of Mr. Malcolm's offer, whereby the road would be constructed according to the terms of Hon. Mr. Graham's resolution, and would be leased and operated by the I. C. R., reasonable rates and a first-class railroad would be guaranteed.

Another very important feature is that the Intercolonial would agree to pay over the very large proportion of forty per cent. of the gross earnings as rental, and this would make it easy for the company to finance the undertaking, and would insure the payment of interest on the provincial bonds. The gross earnings of the Intercolonial for the year ended March 31, 1910. were \$6,220 per mile. Forty per cent. of this sum would be \$2,488 per mile. Those who know the traffic possibilities of the St. John valley will agree that it would not be many years before the new line would have as large gross earnings per mile as the main line of the Intercolonial, and forty per cent. of such earnings would pay interest at four per cent. on \$60,000 a mile.

Residents of the river counties cannot have failed to observe how anxious Premier Hazen is to fight shy of the Malcolm offer, which would give Intercolonial lease and operation, with all the advantages these imply, and would safeguard the credit of the province. Undoubtedly York county in the forthcoming by-election has a grand opportunity to say a plain word to the local government on this leading issue of the campaign, the Valley Railway.



NR. HAZEN AND THE AUDITOR GENERAL<br/>is apprenting and in responsibilities to the people. Apprenting and its a

was given. I was laughed at then by Mr. Untario leased branch lines at from thirty to thirty-five per cent. Mr. Hays, when The offer has been made and their friends. The offer has been made and the road said he would only give thirty per cent of the earnings as rental. Not only was the only the source of the same the source of the sou and a bill based on i aid conditions impossible. struction of the long "The New Brunswick government had dertaken endeavored to make its offer impossible (

provided that an agree acceptance. It ment to give aid could not be signed until the federal government had guaranteed a subsidy of \$6,400 a mile. That was an imsubsidy of \$6,400 a mile. That was an im

possible condition, though the

mless a road cost \$21,400 a mile

nditional on its costing that.

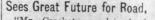
technical way for the purpose of pre-

It would cost this but the aid had to b

Mr. Crocket-You are very technical to

Mr. Carvell-Yes. It is necessary

the valley railway being built to be oper ated by the Intercolonial or built



"Mr. Crocket complained of the high would be given. It was impossible because standard of construction requi red. Well. the federal subsidy act did not allow the maximum subsidy of \$6,400 to be given aid Dr. Pugsley, "the reason I suggested a high standard in my letter offering Intercolonial operation was because I be-lieved and still believe that this valley railway will carry the traffic for the Grand Trunk Pacific down the valley of the St. John river for export from St. John. That ne reason the standard was fixed at dealing with such a thing as the New Brunswick act, which was drawn in National Transcontinental standard." Hon. Dr. Pugsley read the correspond showing that when President Chest his attention to the fact Premier Hazen was complaining

ive years it would mean an expense of at east \$1,000,000 before the revenue overtook

the high standard required, he had sug-gested that the standard should not be specified in the provincial act but should be left to the provincial government, so a modification might be agreed upon with the federal government. The New Bruns wick government had not be built wick government had not be built sisted that the road should should so a should should so a s s government had not done so but had beyond Centreville or it would compet-ned a statute which tied its hands to with the C. P. R. Mr. Flemming had only a railway of the highest standard come to Ottawa with a delegation but had heavy interests charges during come in Sir William Van Horne's privat car and had emerged a rabid champion

"There was a third part to the act, which was interesting. It provided that the provincial government would give aid to a road built from one point on the C. P. R. to another point on the C. P. R., and which might be an electric road. What was the natural deduction? The deduc-tion made by the people of the St. John valley was that Mr. Hazen was determined that the Intercolonial should not have a chance to operate the road, but that he and had to wire Premier Hazen that he Would have to consent to the line running down the whole length of the St. John river. Mr. Carvell said he had no complaint to make against the C. P. R. It was busi-ness with them, but he did object to the and his government were tied up to the

and his government were tied up to the tritude of the New Brunswick government were tied up to the attitude of the New Brunswick government were tied up to the ment which desired to hand over to the great railway corporation the whole terri-

The provincial government had a survey of the surveyor. His report did not give much did not want to build this line. Mr. Maxwell found that there was a splendid route through magnificent country, and the Tained at all but one point. He had re-

the Transcontinental grade could be main-tained at all but one point. He had re-ported that the road could be built to National Transcontinental standard at a cost of only \$3,900 more than it would cost to build a second class road with severe grades over the same route. With this slight difference who was there who would not insist on the high-grade read here the complaint of the same route. With this slight difference who was there who

would not insist on the high-grade road be-

from Doaktown indicate that the was felt worse there than here. of the houses the shock was felt so a that dishes rattled and in some case knocked down and broken. GOLD-HEADED CANE

IN VARIOUS PARTS

Hartland, N. B., March 20 .- A distinc

shock of earthquake was felt here at 8.04

Calais, Maine, March 20 .- A slight eart

tremor was felt in this city today, but n

Fredericton, March 20 .- An earthq

shock was distinctly felt here about

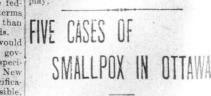
m. today during a snow storm.

damage was done.

OF THE PROVINCE

Moncton, N. B., March 18-Last night

FOR MUNCTON PRIES



Ottawa, March 20-Another



Hon. O.

declare increase of Robinson by kee risons and sharr the government, an nerally, as lazen by a refe Mayes affidavit. Mr. Robinson et gross misrepre Flemming and in regard both

nent's rule and government's ses, Mr. Ro that he was right of misrepresentat

**Reckless** Extravaga

He riddled th economy and and a half years mment has of \$1,512,192, or compared he old adm He made the with such expan nce now enjoys, present large of this kind at the Hazen minis fession, in

\$200,000 Mr. Robin he comparisons the loan negotia government and the made by Hon Mr. nowed that for has paid in con loan over \$54,400. carelessness the eople thousands ith the loan have been effected

# Mowing Down the For

In his criticism Mr. Robinson wa By figures, which he showed that the ice has been means that the age collected is n and honesty of the greater quantity from our forests. It means also

province at least, mowed down und egulations, which of the saw logs

Albert Southern Rai Another matter. on leader tearing up of the Robinson showed actually enforced letter from Mr