

# Valley Railway Debate is Continued; Messrs Pinder and Hatheway Contributors

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way to the extent of \$15,000 per mile in 1907, but when they went to \$25,000 per mile it was still further. But he was ready to go to the people of his part of the province and say that this province had assisted in the building of railways in other sections, and he was willing to give the province in one of the best parts of the province equal facilities, but not unless it was a competitive line and not for a road electric on one end and steam on the other, but part of a trunk line and first-class in every particular.

**An Idea.**  
The provincial secretary said that part three would only be taken up in case part two failed. It seemed to him (Sweeney) from the way he spoke that failure of part two was the leading idea he had in his mind. There was no necessity to guarantee the bonds of any company having any connection with the Grand Trunk Pacific to connect with Grand Falls. Another feature which seemed to him objectionable was the guaranteeing of bonds by ten mile sections. Suppose at the completion of one section the company failed or for any other reason did not go on with the work what would become of the section then and all the government money put into it? The government would simply have to take it over and make the best of it. It seemed to him that it would be hardly safe to guarantee any bonds unless the government was assured that the company was capable of carrying the work through to completion. The idea he was framed was that part two was to be made as to make the conditions too onerous for any company to undertake to build. It might be called safeguarding the province but really seemed more to him like obstruction.

The scheme for an electric railway was partly an experiment. There ought to be some assurance that it would be a steam railway and that there would be no interfering with a scheme on the part of the C. P. R. to get control of the valley and it was what the valley people did not want. The province should stand up against anything like a monopoly of railway rates.

**Mr. Hatheway.**  
Mr. Hatheway said it was very strange how many would say one thing in 1907 and another in 1910. When Mr. Pugsley introduced his bill regarding the St. John Valley Railway in 1907 he advocated operation of the G. T. P. by electricity from Grand Falls through this province to Moncton and said that he was told that authorities were favorable to electric operation of the line, member for Westmorland did not then stand up in his place and condemn electrical operation as an experiment which would not prove satisfactory. Mr. Sweeney was then in this House and while the C. P. R. was mentioned as one of four companies which could take advantage of the bond guarantee and build the road he did not stand up in his place and condemn the C. P. R., as he had done tonight. Offers in both parts of the present bill were better than those of 1907 when the railway was to start from nowhere and end on the C. P. R.

The 1907 proposition called for a road to start at Centreville some twenty miles below Andover and connect with the C. P. R. at or near Westfield. Why did Mr. Sweeney not stand up in his place at that time and apply the same logic to that bill and condemn the C. P. R.? He now said he opposed the railway running through Maine, but in 1907 Hon. Mr. Pugsley's scheme was to run through Maine and he showed telegrams from McKenzie and Mann that that was the intention, the idea being for McKenzie and Mann to connect his proposed Valley road at Centreville.

There were good reasons why there had been no survey made during the past year. In April 1909 this government, through its accredited agent, the provincial secretary, who accompanied a delegation to Ottawa, made what Sir Wilfrid Laurier, on the authority of the St. John Telegraph of April 16, 1909, was pleased to declare to be a definite proposition and the government could not send out the survey party before an answer was received to his communication of that date and the answer did not come until nine months later.

**Mr. Pugsley's Scheme.**  
He was sorry that his hon. friend from Victoria and his hon. friend from Charlottetown had expressed the opinion that it would be impossible to get any companies to tender to build the road under section 2 as the terms were almost precisely those made by Hon. Mr. Pugsley. They said if they could not get the road on exactly those terms they did not want any road at all and on those representatives of the counties along the valley would put the responsibility if there was no railway.

He spoke as a representative of the county of St. John, which was now interested in the building of the railway and from 1903 for four years a member for St. John, had had a seat in the government and all that time had sat dumb when all that time the railway was needed for building up St. John. Men of the great west wanted the railway down the St. John Valley as a part of the Canadian Northern Railway. This company now had four thousand miles of railway in Canada and they needed a railway from Quebec through New Brunswick as a complement of their system.

In 1903 Sir Wilfrid Laurier had introduced the Grand Trunk Pacific bill and it was one duty of the Dominion government to build that railway. Mr. Hatheway said that when he read that bill with its terms of a "railway all Canadian soil" and "stretching from the Atlantic to the Pacific" he said that the time had come when there would be a railway through the valley, the shortest route to St. John. But the bill later stated that it should be the shortest route to Moncton and he then saw his mistake. His feeling that St. John was to be the terminus of the great Transcontinental system disappeared as with Moncton as a terminus it became evident that the central route through the back woods portion of the province was to be adopted. The country should not have faith in people who like the Greeks of old bear such, he did not like to say treacherously peculiar offers.

**Unfair Treatment.**  
The engineers must have been told not to bother very much with the valley route. Chief Engineer Lumsden's reports all were favorably to the back route and the minds of the engineers all seemed to be made up for the route through the central part of the province. The bill was introduced in 1907 and Mr. Pugsley introduced his bill in 1909. Twelve survey parties had been sent out and eight of these were employed on the central route. The days had been spent on the survey of the route from Grand Falls to Moncton, while 250 days were spent in surveying the valley. Was that fair? Sir Sanford Fleming in 1864 had surveyed twelve routes and six of them were through the valley. His reports dealt in detail with the business of the valley but the reports of the engineers in 1905 said nothing of the possibilities of the St. John Valley as a fertile country and traffic producing district. The back route however, was carefully mentioned and Mr. Dunn, engineer, told of his timber and his big game and then apparently on account of its timber and big game the central route was selected. Mr. Carvell had stated in the House of Commons in April 1906, when Mr. Crockett, a member for York, said there were not many people living along the central route, that there were none from the head of the Miramichi to Chipman.

Mr. Tweeddale in speaking in the House some time ago regarding the Porter resolution, stated that Mr. Carvell said he was disgusted that the Government should adopt the back route and that the surveyors were against the valley route. That surveyors must have meant something. Blame for the Grand Trunk Pacific not having come down the valley rested on six or seven hon. gentlemen now in opposition who were in this House in 1907. They had at Ottawa a man who they had followed here for many years and there was also there a man who was dead but who was trying to get the valley right recognized. That man was not favorable to the building of the Grand Trunk Pacific but he said if built in all justice it should be brought down the valley as far as Fredericton and then branches allowed to Moncton and St. John. But he had not one follower among the present Opposition in this House. All sat dumb.

**To Nova Scotia.**  
The natural rights of the City of St. John and the St. John valley were given away to the influence of Nova Scotia as a member for Victoria recently said in this House the whole of Nova Scotia was against the valley route. Then the Opposition in Legislature had no power to persuade the Government of the day to endeavor to have the road brought down the valley. They were a leader, Hon. Mr. Blair, and they basely forsook him and in this they committed a flagrant wrong but men who forgot themselves a few years ago now came forward and want to make the House believe that the valley wanted the road to connect with the G. T. P. at Grand Falls. The G. T. P. did not want to connect with any other railway and certainly not with one down the valley to St. John. When the Government made a contract with the G. T. P. it compelled them to build certain routes in the west but when it came to the east they made it a voluntary matter to build from Edmundston to St. John. What were the people of New Brunswick doing when they permitted that sort of thing. Mr. Emerson was against the valley route and wanted to have a central route through the woods. He said he had been over the district and it would make a wonderful road yet Mr. Carvell said in re-

ply that there was not a soul living along it. (Hatheway) remembered the Porter resolution which had been referred to. That was a man who had the courage of his convictions, and to be a definite proposition and the Liberal party brought up the resolution demanding that the road be built down the valley but influences too strong for the resolution to be pushed out of sight.

**Not Sincere.**  
The Liberal government was not sincere, neither was Mr. Pugsley sincere in his efforts to build the valley road. When making his proposals in the legislature he said he had a letter from the transcontinental engineer that the road would be at least cost \$44,000 a mile yet two days afterwards he said it could be built for \$30,000 a mile. The very fact that the road would be at least cost \$44,000 a mile and no grade was mentioned and also promised that the road must start from Centreville and stop at Westfield, more than 27 miles under the present scheme.

It was a strange difference of opinion in the scheme of 1907 and that of today. He described the 1907 scheme as that of a first class road, 67 pound rails, no grade and shorter distance. Now he wants four tenths of one per cent grade, 37 pound rails, and a must not touch the C. P. R. at any point, while in 1907 he made the C. P. R. his starting point.

At that time that corporation was a thing to be admired and applauded, but today it is to be cursed and damned. Another feature of his offer which showed his insincerity was that while the road would cost \$44,000 a mile he was only prepared to assist to the extent of \$15,000. No wonder McKenzie and Mann came back and wanted \$30,000 a mile. The very fact that an offer was made in such a limited way was simply hoodwinking the people because he knew it could not possibly be carried out. The assistance of \$15,000 he was prepared to give. He (Hatheway) would give Mr. Pugsley credit for doing what he could to build up St. John, but it was very wrong of him to have neglected for so many years the Valley Railway. When last year the premier made a definite offer of \$25,000 a mile guarantee that was his first offer that had been made towards the construction of the road and the first one that ever had any chance of succeeding.

**G. T. P. Influence.**  
There was something very insincere in Messrs. Pugsley and Carvell's attitude which made them put conditions in the way of the proposal which were not in the way of the G. T. P. influence. They probably do not want such a road because as their own rails went to Moncton they would not consider how to connect them to the valley. It appeared to him (Hatheway) that the opposition had got their heads turned backwards for they seemed to prefer methods of the grandfathers to those of the present day. He had spoken of the impossibility of an electric road being successful. Where had they been and what had they been doing? Did they not read the papers? Were they not aware that today there were such things as automobiles and aeroplanes and what not? The largest engines on the continent of America today were electric engines of four thousand horse-power. Consider how much cheaper an electric road could be worked though it is somewhat dearer to build.

Hon. gentlemen would now see what an unwise contract was made some years ago in selling Grand Falls water power for all time. It was water power for all time and the power of these falls were equal to some fifty or sixty thousand horse-power which was lost to the province by the late Governor's not having had some water power left. The Tobique falls would generate about fifteen thousand horse-power and in addition there on the continent of Meductic and Shogomoc. With these possibilities there was no need to use coal. It was a good thing for the province that the power was available and could be utilized to carry out the scheme of part 3.

In conclusion he regretted that the great proposition made by the Premier should be hurt by persons who should be helped by Mr. Pugsley and he felt sure if Mr. Pugsley had been willing to accept the Intercolonial grades and 70 pound rails which were heavier than those of his own proposition there would have been no difficulty in getting a company to take up construction under part 2. Failing that the Government had part 3 to fall back on and perhaps when the hon. gentleman understood the working of an electric road better they would not be quite so opposed to part 3 as they seemed to be at the present time. Mr. Bentley said consideration of the matter should be approached with a non-party spirit.

**Chemist, Well Known in This City, Passes Away After Short Illness—Charles R. S. Mason Dead.**  
Digby, Mar. 21.—The passing away tonight of John Chaloner removes a gentleman who has been identified with the commercial, social and moral life of Digby for 33 years. A native of Machias, Maine, where he was born 86 years ago, the deceased spent the early years of his life in St. John where he conducted a drug store on King street. After the big fire there he started a branch in Digby finally taking up his permanent residence here, disposing of his St. John business in 1883 to S. McDermid.

He was a man of remarkable health and vitality up to within a few weeks ago when he began to fail, the general breakdown of age resulting in dissolution.

**Immigration Bill is Passed.**  
Chicago, Ill., March 21.—Eight weeks after it had begun its investigation for alleged violations of the Sherman law, a federal grand jury today returned indictments against the National Packing Company and ten subsidiary concerns.

**Wireless Reports from Sealing Grounds.**  
St. Johns, N. F., March 21.—Nine days out, the steamer Florizel, flagship of the sealing fleet, today reported by wireless that five other ships she has reached the sealing grounds and begun work. Already she has 10,000 skins aboard, with 20,000 more on hand and ready to carry flying. The steamer Eagle has made 12,000 captures, and the Algerine 10,000. The captures of the Bonaventure, Bellaventure and Beothic, the other vessels with the flagship, are not given in the message.

**Christian Scientists to Appeal Decision.**  
La Junta, Colo., Mar. 21.—Judge E. W. McDaniel, of the Otero county court today rendered a decision holding B. D. Messenger and wife guilty of the willful killing of a physician to attend three children after three other children in the family had died. It is said that followers of the Christian Science religion carried the case in the land to have a final decision regarding the legal status of Christian Science healing.

**Mrs. K. K. Marsland of Chatham Dead.**  
Chatham, N. B., March 21.—Mrs. H. K. B. Marsland passed away Sunday afternoon in Hotel Dieu after an illness of four days. She is survived by her husband and two children. Mrs. Marsland belonged to a well known and prominent family. Her maiden name was Miss Josee Nounna and she was the daughter of the late John Nounna, who conducted a large general store up to 1877 in the premises on Water street still known as the Nounna building. Subsequently P. A. James P. Maher, of Chatham and four other names started the firm's furnishings in the same premises and for the last two years Mrs. Marsland has conducted a very successful millinery business under the name of Marsland and Co. Mr. and Mrs. Marsland were in St. John last week and owing to Mrs. Marsland's illness had to return to Chatham. On Wednesday she was taken to the Hotel Dieu. Besides her family Mrs. Marsland is survived by two sisters, Mrs. Arthur Finn and Mrs. James P. Maher, of Chatham and four brothers, Michael, Patrick, James and John, all of whom are in the states, but Michael, who resides in Chatham. The funeral will be held tomorrow morning at 9 o'clock.

**England Determined To Lift Polo Cup.**  
Ottawa, March 21.—The four Liberal members of the Lumsden committee met tonight and passed the following motion:—  
"That this committee in pursuance of its powers to report from time to time conferred by the order of reference, do report its proceedings up to and inclusive of this meeting to the House."  
If the committee had desired to further block the discussion of the Lumsden matter in the House it could not have framed a more ingenious motion. While it, by this resolution, will report its proceedings it will not report the evidence and therefore all legitimate discussion will be balked.

The original motion of Mr. Lennox which was adopted unanimously by the committee before the retirement of the House, was "I move that our proceedings and inclusive of this morning to the House by day."  
The opposition is determined to hammer away at the matter until the all Brit committee properly reports and unless the committee amends its motion, passed tonight to report, the evidence taken so far caused by the action of the Liberal majority in stifling discussion of the action of the three men who retired in protest, Messrs. Lennox, Barker and Crothers from its further proceedings. It is the obvious intention of the Liberal majority to put off further discussion until after the Easter recess, but if the garbled motion passed tonight is thought by its framers to be likely to accomplish that object, they are reckoning without their hosts.

**Immigration Bill is Passed.**  
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way bills. If railways want water power rights, he said, the same persons should get charters as water power companies. Many companies, because they were ostensibly railway companies, were given wider water power rights than they would be accorded if they came as power companies.

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**Major Fagues in Charge.**  
Quebec, Mar. 21.—Major A. O. Fagues, in command of No. 5 Regiment, Quebec, who leaves for Halifax on the fifth of April next to take charge of depot number four at that place, will be in command of seventy-seven men from Quebec, who leave for Halifax on the first of April. Major Fagues will be replaced here by Major Fleet, who comes from Fredericton with seventy-five men.

**BOWLING BASKETBALL CURLING**  
**Sport**  
**BASEBALL THE RING HOCKEY**  
**England Determined To Lift Polo Cup**



**CAPT. HARDRESS LLOYD.**  
When it comes to recapturing trophies, John Bull does not let the grass grow under his feet. The struggle for the America's cup shows this. Now a crack polo team is to invade the precincts of Uncle Sam's dominions in an effort to regain the laurels captured by the Meadowbrook club last year.

**BASEBALL TEAM FOR THE E.D.C. READY FOR FRAY**  
The Every Day Club will in all probability bring their athletic tugs in this summer. It is quite possible that the club will enter a strong team in the proposed amateur league. This will not be the club's first venture into baseball, as they were represented by a strong team in the summer of 1909. At a meeting held in their rooms last evening, B. M. Sheppard, Gerald Stanton and A. M. Belding were appointed as a committee to confer with the managers of different clubs who are desirous of using the E. D. C. grounds. A meeting of all the athletes of the club is called for on Friday evening in Queens rink to elect a track captain for those who are entered in the Y. M. C. A. Harrier sports, in Victoria rink, next Monday night.

**THREE GOOD PITCHERS FOR THE PHILLIES**  
Southern Pines, N. C., Mar. 21.—Out of the many pitchers recruited brought south by the Philadelphia Nationals three youngsters stand out prominently and are sure of retention in the club. They are: (1) Ed. Kelly, a right hander, who was with the National League clubs, these men are Louis Shettler, the former Lancaster twirler; Addie Brennan, secured from Cincinnati; and Jack Maroney, the Baltimore recruit.

**AMUSEMENTS**  
Dooley Referees Prize Fight at Novelty.  
For today and tomorrow the Novelty will have one of the most picture bills it has ever shown. There are comedy and dramatic films, galore. The first picture "Dooley Referees the Fight" is one of the funniest films ever shown. It is a burlesque on the Jeffries and Johnson fight. The first scene shows the fighters signing articles. Then the fight begins and there are six or seven rounds of boxing, and poor Dooley as referee acts his "Pete is afraid of Fire" is a great comedy and shows some funny situations when Pete tries to put out fires with his patent fire extinguisher. "A Woman's Heart" is also a comedy. "Georgette" is a drama with some very exciting features. There are also three other subjects and Miss Vivian King is creating a veritable furor in the pretty illustrated song, "You may not think I love you, but I do, do, do." Special matinees extra for ladies and children, when extra subjects will be shown.

**NO INQUEST IN GALLOP FATALITY**  
Centreville, Car. Co., Mar. 21.—The body of Mrs. Esther Gallop, who was accidentally shot and killed yesterday by her brother William Lewis, was viewed today by a coroner, who decided that an inquest into the cause of death was unnecessary. The funeral will take place tomorrow.

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