

The St. John Standard

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ST. JOHN, N. B., WEDNESDAY, FEBRUARY 26, 1913.

A MESSAGE.

A clear and forcible review of the naval question from a source which excludes any suggestion of politics appears in the Gateway, the magazine published by the students of the University of Alberta. In the course of a message to the students Dr. William Peterson, Principal and Vice-Chancellor of McGill University, writes as follows:

"If I were to say a word in the way of a message to the students of the University of Alberta, and had to select a seasonable topic, I would expect men to study carefully and to express themselves fearlessly as to the situation created by the proposals of the Dominion Government at Ottawa in regard to the naval question. Personally, I rejoice in the action which has been taken. Of course, there may have been other ways of attaining the same end with something to be said for every one of them; but the important thing is that we shall do something at last.

"It is, indeed, regrettable that at this stage of the world's history such expenditure should still have to be considered necessary. But we have to consider what has happened so unexpectedly in Eastern Europe, and to realize that no good comes from crying 'Peace, peace,' when there is no peace. I belong to all the Peace Societies on this continent, but still have some belief that the strong man armed is after all the best guaranty for peace. Let us hope that it may turn out so in this case; for peace is the greatest of the world's interests.

"No doubt much remains to be done. We have to face the problems that this action of our Government forces upon our attention. What Mr. Borden has proposed is only a temporary expedient. It is useless to object that he has not proved that 'emergency' exists. Every one knows the facts as set forth in the British Admiralty Memorandum; knows that an emergency could easily be created by hostile powers. The great thing is, it seems to me, that we in Canada have shown we do not wish any longer to be governed by the arguments of those who are always trying to find a reason for doing nothing.

"In the interval that is now before us during which we shall have to be considering what our permanent policy is to be, we can face all the problems that this action of our Government involves upon us—the problem, for example, of how to secure an adequate measure of representation and control in connection with Canadian expenditure. But these things take time, and time is of the essence of contract in this case.

"I never could agree with Mr. Borden, for example, who urges that we ought to reconstruct the whole constitution of the British Empire before taking action on the line of Imperial defence. The proposals of the Government at Ottawa are more helpful and more sympathetic; they enable us from now on to take our rightful place in the family of nations that make up the Empire."

ROUTE OF THE VALLEY RAILWAY.

While the suggestion that the route of the Valley Railway should be changed and that the road should keep to the West side of the river, crossing the harbor via a bridge at Navy Island, presents certain advantages, there are difficulties in the way which indicate that an alteration of the route is not feasible. It is satisfactory to note that the Provincial Government will obtain further information before a decision is finally reached.

There is a good deal to be said on both sides, and it is regrettable that the advocates of a change in the route to St. John did not take the matter up sooner. The route of the Valley Railway, as far as its entrance to St. John is concerned, was practically settled in December, 1911. Any change at this late date may lead to complications and considerable delay.

It would mean, as Mr. Fleming pointed out to the delegation at Fredericton, opening up the whole question again. A change would be necessary in the enabling act; the contracting parties would have to reach a supplementary agreement that the route should be altered; and the consent of the Dominion Government and of all parties to the lease of the railway for ninety-nine years for the operation of the road would have to be secured. Numerous other complications would have to be dealt with and settled before the project could be carried through. These points have to be considered.

There is also the statement of Mr. A. M. Bouillon, district engineer of the Grand Trunk Pacific Railway, which The Standard publishes today. "The question of entrance into St. John," he writes, "is one of great importance to the Grand Trunk Pacific Railway Company, because of the probability that we will come in over the

Valley Railway. We have given careful consideration to the project during a period covering about three years."

In support of Mr. Bouillon's statement, it will be recalled that the late Mr. Hays, President of the road, took an active interest in this question, and was strongly in favor of a short line from Nappadogan to Fredericton—a distance of about forty miles. There is every reason to believe that a charter for this line will be granted and that arrangements for its construction will be made.

Mr. Bouillon gives reasons, which will have to be considered, showing that the railway company is opposed to the change. It will be admitted that there is much weight in his arguments. In any event there is little cause for alarm in Mr. Bouillon's fears that the change might compel the company "to send business to other Canadian ports that it might otherwise be economical to route via St. John." No steps will be taken by the Provincial Government that could lead to that result. Further information will be obtained before a final decision is reached. In the present aspect of the question the impression prevails that the route will not be changed.

TRADE WITH GERMANY.

According to a statement in the current notes of the Canadian Gazette, representatives of the German and other Continental steamship lines have started an anti-Canadian campaign in the German press. They are especially eager to proclaim the advantages of South America for German and Austrian settlement. The enterprise of the Canadian Pacific Railway in Austria and the decision to make Trieste the starting point of an Austro-Canadian steamship service are the direct causes of this hostility to the Dominion.

The institution of this service will still further advance the interests of St. John as the Winter Port of Canada and will give an impetus to German and other Continental trade with the Dominion. The latest official German report on export trade issued in London, shows that in 1912 Canada sold \$2,400,000 worth of wheat in Germany, as compared with \$750,000 worth in 1911, and only \$150,000 in 1910; and this despite the imposition of the full German duties. On the other hand, Germany found a market in Canada for only \$2,000,000 worth of her products, as against a sale in Germany of over \$3,000,000 worth of Canadian products. It is of interest to note that Canada now buys West India sugar under the preferential tariff instead of German. This trade will be considerably increased when the new steamship service goes into operation, also to this port's material benefit.

The German report in discussing the tariff question, regards the tariff as the main obstacle to better trade relations between Canada and Germany. It asks:

"Is it possible that the difficulties in coming to a just and fair agreement with Canada are unsurmountable? With the statistics now available we can prove to Canadians the importance of the German market for their goods, and the great advantage they will derive from an increased enjoyment of the German conventional tariff. These advantages will be far greater than those given to Canada by France. Germany's duties on Canadian imports are lower. Furthermore, there should be no objection to granting Canada still greater advantages for the imports of wheat, dressed meats, and dairy products. We must insist, however, on the complete elimination of any differential treatment of German goods as against those of French or any other non-British country origin."

The foregoing statement in the report is of some interest, as it recalls the tariff war between Canada and Germany in 1910 and appears designed to pave the way for a German-Canadian tariff agreement, similar to that which Mr. Fleming undertook to arrange when the dispute over the preference which Canada had granted to Great Britain was settled.

Political Economy.

(New York Sun.)

If any community has been overlooked, if any lawmaker has been neglected, if any statesman with a hometown has been forgotten, that fact has escaped our attention. Should the denizens of any hamlets, the population of any sequestered village, find that their settlement has been left out they may comfort themselves with the reflection that they enjoy a rare distinction. Tourists will rush to their doors to study the people who were forgotten when the barrel was filled, and their loss of Government money will be more than made good by the influx of students interested in the strange, the rare, the bizarre. How appropriate it would be to exhibit in such a spot, if a copy can still survive, a Democratic pledge of economy in government.

DIFFERING VIEWS ON THE VALLEY RAILWAY ROUTES

Continued on page two.

and the Legislature had endorsed, and which the people of the province had given such a sweeping approval at the recent election. Mr. Peters then argued in favor of the original route.

H. W. Woods, M. L. A.

H. W. Woods, M. L. A., said that he desired to say a word or two on behalf of the delegates from Peterborough and Hamstead parishes, as well as in regard to the mining and lumbering interests of the province. These delegates were here to seek information for the purpose of listening to reason why great bridges, the Valley Railway near Fredericton—a purpose of building the Valley line was not to secure the Grand Trunk facilities to a country that long needed them, and he felt that the G. T. P. had been well from the Dominion Government. The parishes of Hamstead and Peterborough were most important agricultural communities, and he regretted that his friend Mr. Peters, who was opposed to a change in the road, because it meant the expenditure of a few more dollars. Hamstead had 585 people and two-thirds of them would not be served unless the road was brought via Welsford, while Peterborough, with its population of 1,572, would have no better service under the present proposed route. If the road went via Welsford, this community would be served, and in addition to opening up the agricultural possibilities, it would be of advantage in the development of the coal areas, which had been discovered there. Mr. Woods also said that a bridge at the Mistake would prove an injury to the lumbermen, and that the lumbermen from the Glazier Lumber Co. to show that the lumbering interests of the whole river would be seriously injured.

Mr. Woods, M. L. A., said that the St. John Board of Trade wanted the road to go into St. John by the route which would serve the greatest number and would be the most economical. The board of the best engineers in Canada decide the question.

Premier Fleming's Statement.

Premier Fleming spoke on the wide differences of opinion existing even among the delegates from the district between Gagetown and Welsford for railway facilities the Premier said that if there was iron, coal and lumber and other wealth in that district as well as in the agricultural country it would be a matter for the province to deal with to provide that locality with railway facilities and he was sure that the government would, as far as the ability of the province allows, make expenditures for railway construction and otherwise to assist in the development of the province.

Moreover, declared the premier, the Valley Railway must be looked at from a higher interest than a locality interest. There is the province's interest. It is to be considered and the project was one of first importance not only to the city of St. John, but to the whole province and to all parties to the lease of the railway for 99 years for operation of the road would have to be obtained and there were still other steps which would have to be taken.

For the next two or three years he would hesitate very greatly before opening the whole thing up again. Those who were interested in this matter should remember that the railway is now under construction, that over a million dollars had been spent already and that the project is to be carried through to a successful conclusion. It was not impossible to open up the whole question again, but a lot of work, trouble and delay would be involved.

The Grand Trunk Pacific.

Continuing, the premier referred to the importance of the question of the Grand Trunk Pacific Railway entering by way of the St. John Valley Railway, and he felt that that was one of the principal factors which were counted upon to make the Valley Railway a feasible proposition primarily, with a connecting link from Nappadogan on the Transcontinental Railway to the Valley Railway at Fredericton, and the standard of the St. John Valley Railway from Fredericton to St. John had been brought up to the standard of the National Transcontinental.

The Grand Trunk Pacific had a line to Moncton and from there they would be able to go to Halifax over the I. C. R. steel and one of the objects of the St. John Valley Railway and the route as contracted for, was to bring another trunk line's business to Fredericton and St. John. He considered a strong point against the case which had been urged by Mr. Clements that by entering St. John by the west side and the Navy Island bridge was that there would be no room for any other facilities for handling the business which the Grand Trunk Pacific Railway would have. From Rothesay and the natural way in from Comptons Bay with big trains of freight from the west.

The question of cost of right of way via the western route was also a big factor. The Premier read a letter from A. M. Bouillon, chief engineer for the Grand Trunk Pacific Railway in New Brunswick and Quebec, in which he stated that if there was not an accessible entrance as well as practical arrangements for operation, such as

the original route provided, the Grand Trunk Pacific's business would likely be taken to other Canadian ports than St. John.

In conclusion the Premier referred to the cost of the bridges, according to the estimates of Waddell & Harrington, and incidentally remarked that the arrangement under which the Dominion Government was giving a million dollars towards the construction of bridges on the present route was an advantageous one from the standpoint of the province, but he wouldn't want to be a member of the delegation to go to Ottawa to ask for additional million that was talked of.

He had been told that by the chief engineer of the Department of Railways and Canals at Ottawa that the Gondola Point bridge with the increased cost it involved wasn't a debatable question from the standpoint of handling traffic, the saving in distance being too slight for the amount of additional cost.

The Premier said that the only interest the Government had to consider in the matter was the interest of the whole province. While the successful carrying out of the St. John Valley Railway was the principal object he had in life, he had never got away from the fact that the province had assumed a liability in this matter of \$500,000, and that the action must be taken which will render the province's position in the matter less secure in any way.

It was well on to 2 o'clock when the hearing ended.

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At yesterday afternoon the County Court the case of the King and Patrick Crawley stealing an overcoat at \$16 from Wm. E. overshot valued at deForest.

After being out a jury returned and an agreement in the Bill. They were instructed that the prisoners were acting together in the offence, and both acquitted or found later announced that a disagreement case will be tried at the Crown witness S. deForest, Wm. E. Briggs, janitor at the Metropole, Thomas chased the Sheriff's Cummings, manager, and Detective Killen.

The prisoners were by counsel, and El the jury in his o that he thought he guilty as he only sold nothing to do with the case. E. T. C. Knowles, E. Frederick Rieck, escaping from the Home, was sentenced Dorchester penitentiary his escape and into several summer court adjourned morning.

Morning
The three lads eling from the Boys elected to be tried act and on being guilty, Rawcutt with his mother, from the states to terests. He was he came back to years he would be penitentiary. McCar to the home to ser the afternoon and ed.

The case of the charged with the money by false rented to the Gran Monday morning. witnesses was too Ralph St. J. Pres prisoner, E. T. C. peared in behalf of oral.

The case of Whi al was made a rem

FORMAL OPE CAMPBELL

Christ Church day — Bish Conducted S Large Cong

Campbellton, Fe opening of Chris today. The openi ducted by the Richardson, Lord on, and were large and inter There were serv noon and evening. The speaker at all The workman credit upon the art. The work plans of P. N. Br trimmings are c larger than the old destroyed by the July 1910. The of an efficient and The pews, choi table, chancel ch boards and alms by members and gregation.

Winnipeg, Feb. 2. ed at 2.30 o'clock guited the Aven Avenue. The lo \$150,000.

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And Dodd's Ki He

Straight and Sim of Another Gra Canadian Kidn

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