

## EXTEND ST. JOHN STREET RAILWAY

Hon. Mr. Hazen Explains to Parliament the Need of Line to Rothesay and Millidgeville

Ottawa, Jan. 17.—In the House today Mr. Pugsley moved for copies of all correspondence between the Department of Railways and Canals and the St. John Railway Company or the Municipality of the City and County of St. John on the subject of the granting of permission to the St. John Railway Company to lay its rails across the track of the Intercolonial railway at or near the Haymarket square, in the City of St. John, N. B. In moving this he contended that the department had imposed onerous terms on the Street Railway.

Mr. Hazen spoke as follows:—"It seems particularly strange that the Street Railway Company, if it was really in earnest and desirous of meeting the wishes of the citizens of St. John, should have followed the course of eluding without getting this matter settled in some way or other. I cannot believe that the officials of the department either in the past or present, would be so unreasonable as to place in the way insurmountable difficulties."

"I see statements in the press giving as the reason why this extension was not made, that the county parish councilors of the Parish of Simonds were not disposed to give the Street Railway the permission it required, unless the company would agree to terms which it was impossible for them to accept. I would be sorry to see anything thrown in the way of the Street Railway Company extending its lines, because the universal opinion in the City of St. John is that it has not been progressive, as have street railway companies in other communities in the way of giving the people an opportunity to go out to the suburbs in the summer and in the winter as well, which would have been given if the management of the Street Railway were progressive and had the interest of the citizens at heart."

"I therefore sincerely hope that my hon. friend, the Minister of Railways and Canals will take this matter up with the view of having an arrangement made which will fair to the department, will also be fair to the Street Railway Company, so that this matter may be expedited, while the Street Railway Company is in the mind to extend its line out to the Marsh Road in the Parish of Simonds, which is very much desired by the citizens of St. John."

"It would seem to me, my attention having now for the first time been called to the papers, that all that the railway department should in principle demand, is that conditions similar to those which the Railway Commission of Canada could impose in case the street railway wanted to cross the track of the C. P. R. or any other railway, subject to the control of that commission. I sincerely hope that the Minister of Railways will do what he can to see that this work is expedited and that reasonable terms are imposed on the Street Railway Company."

Mr. McLean (Sunbury and Queens): "Will the Hon. Minister kindly state what extensions he thinks the Street Railway Company should make?"

Several Lines Needed.

Mr. Hazen—"I think they should extend it in the first place to Millidgeville, which is a great resort for our people. I also think it should extend its line out to the Marsh Road to the Parish of Simonds, and the Little River. I think also that it should have an extension to the town of Rothesay so that people would have means to reach that popular summer resort."

Mr. McLean said that all agree that the extension to Millidgeville should be made, but the men who controlled the entire block of land there refused to sell it.

Mr. Hazen—"Has not the railway company by its charter, the absolute right to run through Millidgeville, just as it has through the streets of the city without acquiring lots from anybody?"

Mr. McLean (Sunbury and Queens):—"My hon. friend knows as a practical man that to make the extension to Millidgeville simply to carry people out on a few fine afternoons, is not a project that would commend itself to any practical railway man. You must have permanent residents at the place to which the extension is made in order to make it financially successful."

Mr. Cochrane stated that the case which was prepared to be presented to the railway company was according to the terms laid down in an order in council passed on the 9th of July, 1911 so that Mr. Pugsley must have had a hand in framing that order in council. If the company wanted to cross the tracks of the Intercolonial, he did not see that the Intercolonial should be put to any expense in the matter. He did not want to be onerous, but would go into the question and try to work it out on its merits.

Mr. Pugsley said that he never had the matter brought to his attention and did not know where the order in council was passed. He did know that the railway company for the past year had adhered to the view that these conditions should be complied with.

The motion passed.

## RIGID INSPECTION OF PACKED MEATS

Ottawa, Jan. 17.—Hon. Martin Burrell, Minister of Agriculture and Dr. J. G. Rutherford, Dominion Live Stock Commissioner were in conference today with representatives of various large packing establishments in Ontario and Quebec, including the William Davies Co., of Toronto and Blackhall & Company of Montreal. The conference was held with a view to securing the co-operation of the packers toward the more effective administration of the law for the inspection of can food products, and the packers' representatives were here at the invitation of the Minister. The law as it now stands, and as amended five years ago, was put under general review, and a satisfactory understanding arrived at for tightening up of the administration with the assistance of the packers themselves.

## ARRANGE DETAILS VALLEY CONTRACT

New Brunswick Ministers Hold Satisfactory Conference with Federal Authorities

Ottawa, Jan. 17.—Hon. J. K. Fleming, premier of New Brunswick, Hon. W. C. H. Grimmer, attorney general and Hon. Robert Maxwell, president of the council, are in town conferring with the government on the details of the contract for the St. John Valley Railway and also with regard to certain fishery claims of the province dating back to the period of Confederation.

The conferences, which have been of a satisfactory nature, will be continued through the week and on Saturday an interview will take place between the New Brunswick delegation and the Dominion cabinet on these subjects.

Tonight Hon. Mr. Hazen entertained the New Brunswick ministers and the Maritime Province members at dinner in the parliamentary restaurant.

## STR. LADY LAURIER WENT ON ROCKS

Halifax, Jan. 17.—The steamer Lady Laurier belonging to the Dominion government and used by the Department of Marine for lighthouse service struck a rock this afternoon near Cape Negro, twenty miles from Barrington on the Nova Scotia coast. She was on her way to Halifax from Barrington after having visited a number of lighthouses in the Bay of Fundy and western shore.

It wasn't long after leaving Barrington that the Laurier struck bottom and immediately water came into the engine room. It was decided that the steamer must be beached and a fast run was made for Perry Point where she now lies with six feet of water in the hold. Captain Travis and the crew are still aboard.

Assistance has been sent from Halifax and it is thought the steamer can be saved.

A later message from the Lady Laurier states that she has 24 feet of water in her after hold and engine room, but the forward hold is dry. The Aberdeen will be sent down in the morning with additional pumps and divers.

An Arrival.

Mr. and Mrs. Bernice Dykeman are receiving congratulations over the arrival of a baby boy at their home on Aberdeen street.

Mr. W. A. Kenney of Halifax is registered at the Barker House.

## Stops a Cough Quickly --Even Whooping Cough

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Anyone who tries Pinex will quickly understand why it is used in more homes in the U. S. and Canada than any other cough remedy. The genuine is guaranteed to give absolute satisfaction or money refunded. Certificate of guarantee is wrapped in each package. Your druggist has Pinex or will get it for you. If not, send to The Pinex Co., Toronto, Ont.

Cowan's Cocoa, as you get it from your grocer, is absolutely pure. Its delicious flavor is obtained by the use of the highest grade of Cocoa beans, skillfully blended. Nothing is added to impair the health-building properties of the Cocoa.

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## CANADIAN PACIFIC

Passenger Train Service from Fredericton, Effective Oct. 8th, 1911, Atlantic Time, Trips Daily, Except Sunday.

DEPARTURES.

6.20 A.M.—For St. John, St. Stephen, St. Andrews, Houlton, Woodstock, Plaster Rock, Grand Falls, Edmundston, Fort Fairfield, Carleton Place, Presque Isle and for Portland, Boston, etc.

7.45 A.M.—Via Gibson Branch, for Woodstock and Houlton, connecting at Newburg Jct. for points North, Plaster Rock, Grand Falls, Edmundston, Fort Fairfield, Carleton Place and Presque Isle.

9.45 A.M.—For Fredericton Jct. connecting for St. John and Houlton.

4.00 P.M.—Via Gibson Branch, for Woodstock and points North to and including Aroostook Jct.

5.45 P.M.—For Fredericton Jct. connecting with Montreal Express, which connects at McAdam for St. Stephen, Houlton, Woodstock and points North to Aroostook Jct. Also connects at Montreal for all points West. Also connects at Fredericton Jct. with Boston Express.

9.00 P.M.—For St. John and points East.

ARRIVALS.

9.10 A.M.—From St. John and East.

11.50 A.M.—From Boston, Montreal, St. Stephen, Woodstock and North via Houlton.

12.30 P.M.—From Woodstock and North via Gibson.

8.55 P.M.—From Woodstock and North via Gibson.

7.55 P.M.—From St. John and East.

10.45 P.M.—From Boston, St. Stephen, St. Andrews, Woodstock, Houlton.

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## FORTY-SECOND ANNUAL STATEMENT OF THE ROYAL BANK OF CANADA

LIABILITIES

To the Public:

Deposits bearing interest . . . . . \$1,708,181.96

Deposits not bearing interest . . . . . 19,737,130.43

Interest accrued on Deposits . . . . . 318,239.13

Deposits by other Banks in Canada . . . . . 315,055.75

Total Deposits . . . . . \$2,079,607.27

Notes of the Bank in Circulation . . . . . 5,925,890.24

Balances due to Agents in United Kingdom and Banks in Foreign Countries . . . . . 647,035.76