FROM ALL OVER THE MARITIME PROVINCES

THARITIME PROVINCES

THE WASHINGTON THE CONTROL OF ROSE EA "is good tea"

Astound Vall

Deal More S lieved

Valley railway, the

from Gagetown to Rothes subsidies between these New Brunswick at the n ent has been trying in

Hon. Mr. Baxter w v they were face of affairs and we an alternative pl gerater drain than To save the dominion on of bridges acre Maxwell in his latest su have reduced so that \$2,0 nearer the sum than \$3,0 tment of railways suggilley railway should many the C. P. R. at either sford and have its to a the Intercolonial wo ley railway as far as depot...
is, The Telegraph's

ne plan and several traffic shows that it w the traffic shows that it we to have its own line from Welsford, then the gove R.) will have an independut as part of this plan it ority said, it would be necessary overhead bridge at a the city traffic, as any n freight would so congest fare as to make conditie "Of course," he said, "wan independent entrance a new hidden across at or

The route from Gagett P. R. would, he said, he cogard to grades and expountry, that yields the to the road. He pointed of great difficulties of the riong detours and bridges river steamer competition time was a great drawba this route. The Welsford contrary, was through or turally rich and promising would not be hard to get. would not be hard to get. out, everything would de detailed survey to each somewhat shorter to We Westfield but the freight C. P. R. would be great ford because it is about to from St. John

from St. John

He did not seem to thin
be any large amount of tr
Grand Trunk Pacific. Wh
over the Valley road wo
McGivney to Fredericton
St. John by the valley,
to handle any big trains an
as go over the Transcontine
ada Eastern from McGivn
icton would have to be sta
and rebuilt in many ples Some Comparisons.

He pointed out, hower mileage from Grand Falls ivia McGivney was shorter be by the Valley road if Grand Falls. He said not people that would be accordant Falls to McGivney miles. miles.

McGivney to Fredericto

Total, 181. And then by Valley Centreville to Frederic Total, 188 miles

By present C. P. R. line to Woodstock, seventy-one Woodstock to Fredericto

Total, 185.

This railway authority g figures and then said t freight from the west over Truink Pecific could be cheaper to Fredericton vi provided the I. C. R. improdada Eastern and rebuilt the steel bridge.

The dominion government ently willing to do this an ing around by Moncton, which miles from McGivney an miles from St. John, or against 124 miles from McJohn via Fredericton and line with C. P. R. connect But there was apparently

But there was apparently dition. The Intercolonial ment railway as it is no ant to continue paying Pacific to haul its hand inght for the maritime partial Vanceboro to St. John, an Dominion of Canada prop New Brunswick to issue guarantee bonds, about \$2,0 to construct an air line from less above Fredericton ley road so that freight an from New York and Bost from New York and Bost Scotia and P. E. Island sha make a short cut through New Brunswick instead of John by the C. P. R. and p the I. C. R. This is how By the new lines: Vanceboro to Frederictor Fredericton to McGivne

McGivney to Moncton Total, 190 miles.
By the old route via St.

The Old Route Shorter. The old route is shorter one through the centre of but Mr. Gutelius points Telegraph is told, that New will be getting forty per centre.