

HON. W. PUGLEY ON VALLEY RAILWAY BETTER TRADE RELATIONS

History of the Valley Railway Negotiations and the Determined Efforts of the Minister of Public Works and Other Federal Representatives to Have the Road Built in the Interests of the People

The Advantages to Canada of the Proposed Better Trade Relations With the United States and the Desire of Sir John Macdonald to Bring About Such an Agreement—Tories Against Tories—Hon. C. W. Robinson Makes Fine Speech on Hollowness of Provincial Government's Policy—The Stumpage and the Roads and the False Information Given to the Country Regarding These Questions.

Andover, June 22.—The public meeting in the court house last evening was remarkable in many respects. It was held at a time when there was no political excitement and the audience included scores of men who have always been Conservatives; it was addressed by both of the Liberal political leaders in New Brunswick, Hon. William Pugsley, minister of public works, and Hon. C. W. Robinson, leader of the opposition in the provincial legislature, and the audience also had the pleasure at the same time of meeting and hearing all of the representatives of the country, both federal and provincial.

The speeches, too, were remarkable for their eloquence and convincing terms. Dr. Pugsley's topic, the Valley Railway and Better Trade Relations With the United States, were interesting to everyone and he spoke with perfect knowledge of his subject. Those who listened to the federal of the valley railway negotiations could not fail to see how he and other federal representatives had striven to have the road constructed and at the same time protect the interests of the province and particularly the interests of the people of Victoria county who the local government proposed to side-track until compelled by Dr. Pugsley's firm attitude and the forcible expression of public opinion as expressed in a meeting of the people at Andover to back down and consent to the federal proposal to build the line from St. John to Grand Falls and to operate it as a part of the Intercolonial.

Dr. Pugsley's word picture of the delegation hearing at Ottawa two years ago and the result of his negotiations with Acting Premier Fleming and his associates recently proved how at every turn he had tried to secure a first class trunk line with low gradients and heavy rails and connected with the Transcontinental at Grand Falls and the Valley Railway at Courtenay Bay. Speaking fully and frankly, the minister took a New Brunswick audience into his confidence and his matter and every sentence portrayed his satisfaction at the result. He showed commendable pride at the fact that the line instead of as it will be an addition to the Intercolonial that will pass up the valley of the St. John and connect with the Transcontinental at Grand Falls and at Edmundton over the Temiscouia, which will then probably be the main line of the government railway proceeds to the west.

Tories Against Tories.

In just as effective fashion he dealt with Better Trade Relations. He quoted the Tories against the Tories and scored the most effective hit when he complimented Senator Baird, who was present in the audience upon placing himself on record in favor of reciprocity. The minister Tweeddale by a reference in his speech to the pursuit of the minister by his political enemies in the county Central Railway investigation, gave the minister an opportunity of expressing his good will toward them, warning that the only harm that might befall them should be that when they passed away they would reach the good place before the devil knew they were dead.

Mr. Robinson's Fine Speech.

Just a little of the record of the Hazen administration was touched upon by Hon. C. W. Robinson in the short time he had, but that little was done well. He never minces words and he left no doubt as to his attitude toward the Hazen administration. His speech was effective, and its brevity was out of courtesy to the distinguished visitors. So also were those of James Burgess, M. P., and J. P. Tweeddale, M. P., the former contenting himself with denying the story that he was not willing to run again. He said he was in the hands of his friends and would run if they wished him to. Mr. Tweeddale's popularity was strong in evidence and, if anything, he is more at home talking to his own people than he is elsewhere. He is always backed by the facts and last evening was no exception to the rule. There was much laughter when he called their attention to the attitude of the Tory press when Fleming gave up the idea of building the railway to Mac's Hill instead of Grand Falls; they were, Fleming has brought Pugsley to terms.

Victoria Wisdom.

Hon. C. W. Robinson prefaced his speech with a reference to the fact that the record as against the story of better trade relations in the Hazen administration was not a success. He said that the record was not a success, but that it was a success in the eyes of the people. He said that the record was not a success, but that it was a success in the eyes of the people. He said that the record was not a success, but that it was a success in the eyes of the people.

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Dr. Pugsley's speech was a masterpiece of eloquence and logic. He showed the audience that the federal government was not willing to side-track the valley railway negotiations until compelled by public opinion. He showed the audience that the federal government was not willing to side-track the valley railway negotiations until compelled by public opinion.

marks by a complimentary reference to the minister of public works and the fact that he was giving Sir Wilfrid Laurier assistance in his fight against the Tories. He said that he was giving Sir Wilfrid Laurier assistance in his fight against the Tories. He said that he was giving Sir Wilfrid Laurier assistance in his fight against the Tories.

Debt Increased.

When the old government went out of office, the debt of the province was \$2,300,000 and this had been rolled up by expenditures for permanent bridges, by the purchase of a new building, by the purchase of a new building, by the purchase of a new building.

Hon. William Pugsley.

The audience gave the Hon. Mr. Pugsley a splendid reception when he was called upon by the chairman. The minister spoke with perfect knowledge of his subject and his speech was a masterpiece of eloquence and logic.

For Patronage.

Was this because they wanted the construction of the road for patronage purposes? He would be sorry indeed to think that this great project should be used for such a purpose, but he was reluctantly forced to this conclusion. Under part 3 there was nothing about government operation and there was absolutely no protection to the province in case the construction company failed to operate. Well, the Act was passed in that way and not long since the Hon. Mr. Fleming wrote him enclosing a draft of the contract proposed to be made with Mr. Gould's company, which called for the construction of the road from a point in the southern part of the parish of Andover to the city of St. John, provided the Dominion Government would give them sufficient assistance to construct the heavy bridges across the St. John and the Kennebec rivers, and if this assistance was not forthcoming, then to a station on the C. P. R., either Westford or Westford, and to the city of St. John. In reply to this, Mr. Pugsley said he refused to consider any proposition which would provide for building a road from Grand Falls to St. John. And he informed Mr. Fleming that he would not depart from the policy laid down with regard to the valley railway.

Imported Absolutely!

It imports a most appetizing flavor, just a little spoonful or so in gravies or soups, it makes a wonderful difference in the quality of the food. Imported Absolutely!

down in the Gould contract and he paid a high compliment to Senator Baird and others for the public spirited stand they had taken in regard to this matter. He further stated that his reply to the provincial secretary was not the result simply of his own opinion. He had, before the departure of Sir Harvey and Sir John to the old country, called the Liberal members of parliament representing the province of New Brunswick in consultation upon this very matter, and they agreed with him that no line should be subsidized unless it was built from Grand Falls to St. John, and was to be operated as part of the Intercolonial system.

Better Trade.

Dr. Pugsley then proceeded to take up the subject of reciprocity, or as he called it, "Better Trade Relations with our neighbors across the line." And before proceeding with his argument, he said he was delighted at the banquet to Hon. John Oostigan the preceding evening, to hear his friend, Senator Baird, state that he was entirely in favor of reciprocity and could not understand why anyone could be a different view. Then, combing lightly upon the history of reciprocal trade negotiations and the part that Sir John Macdonald had taken in them years ago, Dr. Pugsley expressed his great admiration for the former chief of the Conservative party. A majority of today's people of Canada had followed that great leader for many years but the people which were now in power, the Liberal government, were the most prominent figure among Colonial premiers in the councils of the Empire and who in the days of the greatest premier and the wisest leader of the Conservative party, Sir John Macdonald, had ever had. (Long applause.)

Hoped for Construction Soon.

As for the bridges, while he was not in a position to state what had taken place between himself and Mr. Fleming, he said that he was sure that the bridges would be built in the near future. He said that he was sure that the bridges would be built in the near future.

Operations Avoided.

By Lydia E. Pinkham's Vegetable Compound. Believer, "Without Lydia E. Pinkham's Vegetable Compound I would not be alive. For five months I suffered from a severe case of inflammation of the uterus. I suffered from a severe case of inflammation of the uterus. I suffered from a severe case of inflammation of the uterus.

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development was intended in Courtenay Bay and then rapidly portrayed the great improvements that were being made in transportation facilities in other parts of Canada in order to encourage and facilitate the carriage of the tremendous quantities of the products of the west to the markets of Europe. He touched briefly upon the argument that was being made by the opposition that if reciprocity carried the trade of the country would be north and south instead of east and west, and he showed the utter fallacy of that argument by pointing out that of the twenty-five million dollars worth of exports sent from St. John last winter over eight million or one-third of them were American products. In the days to come, days that are very near, with three great transcontinental systems, Canadians would be able to carry through the Port of St. John not eight million dollars worth of American products but ten times eight millions. (Great applause.)

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EVERY GENERAL STOREKEEPER NEEDS "FRUIT-A-TIVES"

Inkerman, Ont., Sept. 23, 1910.

"I am the General Store business and have been a resident of Inkerman for thirty-seven years. Since I started this store four years ago, I have found your remedy 'Fruit-a-tives' the most satisfactory one I have used. Many of my customers have used 'Fruit-a-tives' with the best beneficial results and I know of two cases that have been completely cured of Dyspepsia.

I recommend 'Fruit-a-tives' on every possible occasion and would say that if every general store keeper, who stocks medicines, would keep 'Fruit-a-tives' prominently displayed, he would increase his business many fold."

ALEX. LARUE.

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