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THE DAILY TELEGRAPH
THE SEMI-WEEKLY TELEGRAPH
THE EVENING TIMES
New Brunswick's Independent Newspapers.

LET THE PEOPLE KNOW
Why is the government in a hurry to have the Legislature adjourn?

THE COMING OF THE G. T. P.
Good news for the city and the province is the announcement that the Grand Trunk Pacific has secured room for its terminals on Courtenay Bay.

LETTING IN THE LIGHT
The dangerous clauses of the Valley railway measure were subjected to a searching examination by Hon. Mr. Robinson and other opposition speakers last evening.

IF TARIFF WAR COMES
If Mr. Taft applies the American maximum rates to our products after March 31, the Canadian surtax of thirty-three and a third per cent will go into effect at once.

THE SEARCH FOR INDUSTRIES
New Brunswick cities and towns that are seeking to attract new industries and most of them are trying to do so—will find Toronto's new plan of interest.

A TARIFF TRUCE?
The tariff conference at Albany between President Taft and Canada's Finance Minister, which was arranged by Dr. Macdonald of the Toronto Globe, seems to promise a modus vivendi.

MR. FLEMING AND THE VALLEY
Delegations which the river counties selected during the last few months, to go to Fredericton in furtherance of the Valley railway plan, have their work out for them.

ONE GOOD SIGN
In breaking Speaker Joseph G. Cannon, the messenger boy of the trusts, the United States House of Representatives has taken a step that will be universally applauded.

CELEBRATING.
(What was that terrible noise going on in Popkin's apartment last night?) asked Wickley of the janitor.

A SAFE MODEL.
Quiz—You have invented an airship. Whiz—Yes.

A HOT ONE.
Green—I haven't quarreled with my wife for six months.

payment to the province of the entire forty per cent of gross earnings, even though they might amount to more than the interest on the guaranteed bonds.

Could there be clearer proof that Mr. Hazen's plan is to side-track the St. John Valley Company and the Federal government, and carry out his reckless and imprudent arrangements with the people who have electric power to sell?

The Federal government stands ready to abide by the terms laid down in Sir Wilfrid's letter to Mr. Carvell. It is possible even, as Mr. Carvell has suggested, that it might consent to some modification of the stipulations as to construction.

But Mr. Hazen does not desire to do business with the Valley company. When we come to the electrical arrangement we find that these burdensome provisions are no longer necessary.

If Mr. Hazen intends to employ his majority to jam this job through the Legislature he must be mad indeed. The people of the river-counties must be given time to examine every feature of it. Then, we doubt not, they will be heard from.

The proposed road would not provide competitive rates, but would mean monopoly rates. It would run from one C. P. R. point to another C. P. R. point.

There is no guarantee that an electric road could be operated successfully in winter. The province is asked to guarantee bonds to the extent of \$25,000 a mile for this inferior road, without any transcontinental connection, whereas for the same guarantee, if the government is reasonable, the people will have a line from St. John to Grand Falls, with low grades, operated by the I. C. R., connecting with the Grand Trunk Pacific, affording competitive rates, and having such easy gradients as to ensure quick and economic handling of heavy traffic.

The road Mr. Hazen favored so strongly in his speech would be a local road under C. P. R. domination; the road needed is a first-class line that would be practically a branch of the Grand Trunk Pacific all the way down the Valley to St. John.

Mr. Robinson pointed out very clearly the benefits of I. C. R. operation and of the high class road by way of Grand Falls, and he said a good word and a true one for the river counties when he dwelt upon the vital importance of competitive rates. In every part of the territory that is hoping for decent transportation as a result of the legislation under discussion, Mr. Robinson's words will be read with approval.

He showed how Mr. Hazen has tried to crowd the St. John Valley Railway Company out of the way by provisions which would give the company no chance to interest capital, and he made a strong plea for such modification of the bill as would bring about the arrangement, the people want—that is, the through road, operated by the I. C. R.

Mr. Robinson spoke rather plainly about the C. P. R., and Mr. Tweeddale pointed out Mr. Gould's connection with an electric line in which the C. P. R. is believed to have a friendly interest. The C. P. R.

is said to have guaranteed the bonds of the electric road in question. The shadow of the C. P. R. lies across the Hazen-Gould deal, and last night's debate shows how much suspicion that feature of the legislation has aroused.

promptly made his customary attack upon the Federal government. If he and Mr. Hazen really desired to serve the Valley without thought of politics they would make it possible for the St. John Valley Railway Company to build the road from Grand Falls to St. John.

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