THE EVENING TIMES AND STAR, ST. JOHN, N. B., SATURDAY. SEPTEMBER 28, 1912

The Evening Times and Har

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Premier Flemming has returned from both home and foreign trade. Every time the West, filled with optimism. One reminerals or goods are transported interngrets to note, however, that in addition ally, or taken to or from the coast line, to his optimism the premier displays a a high toll has to be paid to the railway lamentable degree of uncertainty with re- companies. This high toll is a great handispect to an important local project definite cap in competition with Germany, where news of which was expected from him. the railways belong to the state and are Many months ago Hon. Mr. Flemming an- worked for the benefit of trade, both fares nounced that the new bridge at the Falls and freight being lower than in England. would be built this year. He spoke posi- Through her state railways, Germany tively, as one who knew. But for a long has more internal free trade than England, time past the public has been without while her low freights mitigate her proany news of this bridge, although the im- tective duties in respect to foreign trade. told me.-Boston Transcript. portance of uninterrupted street car trans- The government stimulates exports by portation between the East and West specially low export freights. The railways profits of Britain, amounting to about sides has been increasingly obvious. The Standard newspaper, which supports

At 4,000,000 a year, go to private shareholders, and the German railway profits,
we can give him an old set of tires."—

Pittsburg Post. on Friday, and its representative asked amounting to about £43,000,000 a year, go him, somewhat pointedly, "if he could say into the state treasuries. In Prussia alone when tenders would be called for the new the profits of the railways par every when tenders would be called for the new bridge at the reversing falls." Mr. Flempfennig of the interest and sinking fund is?" asked a stranger in the neighborhood. "Say, mister," returned the kid, "I know ming said "he had not had time to look of the Prussian national debt, in addition every knothole on the four sides of it." ming said "he had not had time to look of the Prussian national debt, in addition every into the matter since returning home, but to about £7,000,000 a year to the relief of Judge.

intended to do so next week. I can tell taxation. you this,' he said, 'the bridge will be This high capitalization of British railbuilt as soon as possible. The prepara- ways, chiefly through the enormous tion of the plans is in the hands of Mr. amounts paid to the landholders, is the stillness of the nursery for the twentieth snyder, one of the best known bridge characteristic defect of British railway time, and "Nursie" began to get angry. "Well what do you want now?" she engineers in Canada, and Mr. Wetmore, organization, and reorganization of some of the department of public works. Before leaving for the West Mr. Wetmore told high freight and passenger rates, a situation want to ask you"—

leaving for the West Mr. Wetmore told high freight and passenger rates, a situation with the sampled. "I'll answer no more questions this me there had been some delay in the pre- tion has been reached where the return night!" said Nursie firmly, as she went paration of the plans, as Mr. Snyder want- on the outstanding securities tends to dimed more data in regard to the foundations before completing the plans. However, the government does not want any unnecessary delay in the progress of the uncertainty of the worder of this statement. Then he carnings may be concealed, and at a time of the progress of the uncertainty of the worder of this statement. Then he carnings may be concealed, and at a time of the progress of the uncertainty of the worder of this statement. Then he carnings may be concealed, and at a time of the progress of the uncertainty of the progress of the u dertaking, and the engineers have instruc- when progressive countries are looking to know?" problems, no party, however favorable to

tatement with respect to the progress on

spent it is of the utmost importance that the work to be done should not be subject to delay because those responsible do not consult frequently, do not work to gether, or do not have from month to month information which must be readily obtainable. When the government took up this bridge project nearly a year ago it should easily have been possible to fix a date for the completion of the work. Judging by what Mr. Flemming says, in definite as it is, he has no idea today whether the bridge will be ready for traffic a year from now, or two years from now, or just before his next election.

players from the local golf links and another can be local golf links and another charges a Sussex lawyer's motor car. Ours is surely the premier big game other charges a Sussex lawyer's motor car. Ours is surely the premier big game other charges a Sussex lawyer's motor car. Ours is surely the premier big game country.

The increased value of property in Carleton and Lancaster will quickly equal the cost of the new bridge at the Falls. The increase would have been greater had the city put through Mr. Scully's plan for a bridge over Navy Island, but, since the site has been settled, what the city wants now is a definite date for the completion of the bridge.

BUYING NERVE.

"Did you take the cold plumge your doctor ordered?"

"Yes. I didn't think I'd have the nerve but I managed it."

"How?"

or just before his next election.

The St. John commission, the board of trade, and other bodies charged with the protection of the city's interests, should

trade, and other bodies charged with the protection of the city's interests, should seek to acquire more definite information than that Mr. Flemming has provided.

Mr. Flemming admires the spirit of progress displayed in the West. It might be said to him, in confidence, that if had reported to a western community concerning the progress of an important enterprise, and had given no more satisfactory account of it than he gave to the Standard concerning the bridge at the Falls, the aggressive western folk would have made him extremely uncomfortable during the next day or two.

And this is not alone the case with respect to the bridge at the falle. St. John knows really very little about other enterprises which bear most directly upon the city's expansion. Nothing has been heard recently about the Grand Trunk Pacific's arrival here, or about the operation of the National Transcontinental in New Bruncwick, or the route by which the Valley Railroad will enter St. John, not to speak of the date of its completion. It does now seem probable that work will be done this autumn on the street railway extension to Kane's Corner, but, while this is something, the city cannot reap the full benefit of the expansion until the line has of the case with respect to the deck of the bard of the control of t

something, the city cannot reap the full benefit of the expansion until the line has been carried to Little River, and a definite date for construction to that point should be fixed.

THE INTERCOLONIAL AND GOVERNMENT OWNERSHIP

From reports that appear occasionally in the government press, it is evident that death.

Temperature will leave for Japan to give exhibitions.

The inquest into the death of John Quigley, who was killed at Aurora on the night of September 10, was concluded by Coroner Berryman last night. John Stears, a C. P. R. engineer, J. B. Charters, conductor, owen McDonald and Charles Keating, brakemen, gave evidence. The verdict was that Quigley was killed by being run over by a C. P. R. train, but that the C. P. R. were in no way responsible for the death.

From reports that appear occasionally in the government press, it is evident that Mr. Borden would like to hand over the Intercolonial railway to some private company. It is well known that the Canadian Northern has long coveted the line, and the cabinet has often been called a "Candian Northern cabinet." The Intercolonial is every day increasing in value. It does not have to pay dividends on watered the solution of the western people, but more impressed with the fact that New Brunswick has much more to offer, Premier Flemming was in the city yesterday. He was particularly struck by the comparison between British Columbia and New Brunswick fruit lands and their prices, the comparison between British Columbia and New Brunswick fruit lands and their prices, the comparison between British Columbia and New Brunswick has much more to offer, Premier Flemming was in the city yesterday. He was particularly struck by the comparison between British Columbia and New Brunswick has much more to offer, Premier Flemming was in the city yesterday. He was particularly struck by the comparison between British Columbia and New Brunswick has much more to offer, Premier Flemming was in the city yesterday. He was particularly struck by the comparison between British Columbia and New Brunswick has much more to offer, Premier Flemming was in the city yesterday. He was particularly struck by the comparison between British Columbia and New Brunswick has much more to offer, Premier Flemming was in the city yesterday. He was particularly struck by the comparison between British Columbia and New Brunswick has much more to offer, Premier Flemming was in the city yesterday. He was particularly struck by the comparison between British Columbia and New Brunswick has much more to offer, Premier Flemming was in the city yesterday. He was particularly struck by the comparison between British Columbia and New Brunswick has much more to offer Premier Flemming was in the city yesterday.

able to dispose of the people's railroad in Methodist Churches sneeze Tomorrow

QUEEN SQUARE

remain so. There is at present a move-

ing strength, to nationalize the railroads.

Although British ingenuity invented rail-

way system is burdened with the

A large proportion of this amount

ovor to pay dividends on this

o enrich the landowners.

EXMOUTH STREET PORTLAND STREET sult of a long-continued scramble for priv-SAINT JOHN (West) ate gain by land owners, company pro-moters and speculators is that the British Rev. T. J. Deinstadt Rev. R. Smart

CARMARTHEN STREET ily inflated capitalization of £1,200, Rev. W. W. Brewer Rev. T. J. Deinstadt ZION Rev. C. S. Reddick FAIRVILLE

railway fares and freight Rev. G. A. Ross Rev. G. A. 9-9-28-1913.



THE EXPLANATION

"What's the trouble?".
"There's a tramp at the door with a

HE DID. "Do you know, where the ball ground

Little Freddie's voice broke the twilight

INFANT ROBBERY. problems, no party, however favorable to the corporations, will dare to alienate the Intercolonial.

The New Brunswick moose is a great publicity agent. Within a week one drove players from the local golf links and analysis of the corporation of the local golf links and analysis of the corporation of the local golf links and analysis of the l

does not have to pay dividends on watered stock, and it is earning at present a gross income of more than a million a month. If its rates were as high as those of the other lines this amount could easily be increased.

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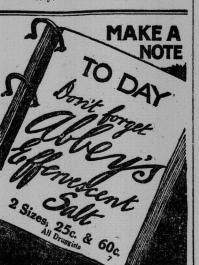
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