

# The Valley Railway Bill Emerges Scathless From Long and Live Debate

Continued From Page One.

life rather than do anything which would be against the building of the railway. He felt that the matter should be decided by the people, and he would rather go out of politics than be a stumbling block to the building of the railway. He did not think this bill was a wise or prudent bill and he thought it should not pass. There was nothing in it to say that government would endeavor to have the C.P.R. operate the road and the operation of the road by the I.C.R. was a big thing. It was of supreme importance especially to the people of the up-river counties to have a competing line. Rates on the C.P.R. in this province were higher and in some cases double those charged by the I.C.R. The C.P.R. was no doubt one of the best managed railroads in the world. It was a model and was operated on business principles. It was not that the tariff rates that competed with the C.P.R. were lowered while to points where there was no competition they were put up. He was informed that some merchants at certain points in the up-river counties had their goods shipped past the point of destination for the sake of taking advantage of the rates at competing points and then shipped back again to their destination. It was of utmost importance that the railway form a competing line.

**The Alternative.**  
Such a road as provided under part 3 of the bill would not be good a road nor as popular a road nor could it have as cheap rates or be operated as cheaply. The company undertaking to build the road under this section of the bill might be the best in the country but there was no guarantee to the province for payment of interest on the bonds.  
It was said that the standard stipulated by the federal government was high. He was not prepared to say that it was possible to get a railway down the valley with grades not higher than four tenths of one per cent. From Fredericton to Woodstock the survey was available but below this city there was no survey and the proposed road and the survey when made might show that it was impossible to get four tenths of one per cent grades. It might be the case some day that a road would be taken as was the National Transcontinental. It was specified that there should not be grades of more than one fourth of one per cent on that railway, but in some cases it had been found impossible to secure that grade and an exception had to be made to the rule and the same could be done in this case.  
It had been said across the floors of the house this afternoon that he had been told on Mr. Carvell and Mr. Pugsley. He was not there to speak for the people of this province. He did not think however that there was anything to show that he had been hard on these gentlemen. It would be impossible to make an arrangement for a company to build the road and pay the entire amount of rental to be paid by the I. C. R. was to go to the province. There would have to be a provision for the amount of interest on the bonds and there should also be provision for a sinking fund. These were matters which could be worked out later. At present there was nothing for the company building the road, but the matter could be taken to the federal government and they could not back out on a side issue of that kind.  
The Equipment.  
He did not know whether the government could or could not arrange to have the I. C. R. equip the road and by including in the bill provision to have the road equipped as well as operated by the I. C. R. it might make the adoption of the proposition impossible and rather than stop the project going through, he felt this provision might be stricken from the bill. If the I. C. R. were to provide equipment there might be a question arising as to including the equipment in the mortgage and with the I. C. R. operating all over the country from Montreal to Sydney, it would be pretty hard to tell what equipment should

increased the amount unpaid in early years should be made up."  
Mr. Woods continuing said he was glad to hear that remark because if that was so, why should the honorable gentleman hesitate to guarantee the bonds. He should urge his friends at Ottawa to agree to the premier's proposition. If it was unreasonable to pay forty per cent of the earnings over and above the interest and sinking funds, if the proposition was going to be such a paying one, why would not the Dominion government make up the deficiency between the amount of the road and the amount of the subsidy and bonds and actual cost of the road, a road that could not exceed the balance over and above \$31,000 guarantee and subsidy, then the Dominion government should come in and say "here boys, we'll help you out." It was not reasonable that the provincial government should be asked to guarantee the bonds, when they had not been asked to guarantee the bonds. Mr. Pugsley had declared that he had suggested a modification of the conditions under which the road should be operated by the Intercolonial.  
**Additional Subsidy.**  
The provincial government had promised \$25,000 a mile guarantee and there would be an additional subsidy making \$31,000. The cost of G.T.P. through the province was estimated at \$44,000 a mile, but the actual costs had turned out to be an average of \$66,000 a mile and some portions which had to be over \$100,000 a mile. Now would it be possible to get a company to build a road costing \$66,000 a mile with only \$31,000? Could a road be built up to Mr. Pugsley's standard for the guarantee and subsidy? He did not think so.  
Mr. Robinson asked if the company would not put any money into it.

**Taking Both.**  
Mr. Woods replied how could they when the province was taking forty per cent, and the Dominion government was taking sixty per cent. There were only two parts to a hundred and the two governments were taking both between them. The only way would be to build a road at a cost not exceeding \$31,000 a mile and let the company take the balance remaining of forty per cent, earnings after the interest on the bonds had been paid. The bill he said included everything that the company owned and although it might not be perfect it would provide the simple security to the provincial government for the liability they were undertaking. The power houses of the company would certainly be part of the plant.  
The Telegraph had been poking fun at what it called a trolley road. There could be no doubt that electricity was the coming force and would be employed on most of the roads in the future as there was no danger from fire and no dust nor smoke nor smell.  
**A Competing Line.**  
As to a competing line between gentlemen, he thought of course they must have a competing line, nothing else would do. And moreover they wanted a line which would build a road at a cost not exceeding \$31,000 a mile and let the company take the balance remaining of forty per cent, earnings after the interest on the bonds had been paid. The bill he said included everything that the company owned and although it might not be perfect it would provide the simple security to the provincial government for the liability they were undertaking. The power houses of the company would certainly be part of the plant.

Mr. Woods said he had no intention of taking part in the debate at this early stage because he thought that the leader of the opposition would have occupied a much longer time in his remarks than he had.  
It was pleasant to know that both sides were agreed as to the necessity of the road and approved of the guarantee of bonds to the extent of \$25,000 a mile for the purpose. It was particularly gratifying to him as representing Queens county which was so deeply interested in the project. It was strange however, that with all the cleverness of his hon. opposite he had not been able to find more serious criticisms than he had. He did not so far as to call it a trolley, as did the Telegraph.  
He (Woods) had taken considerable interest in the project because he knew of the hardships endured by the people of his county and others for the want of railway facilities.  
In 1907 Mr. Pugsley launched his great scheme with a great flourish and the people of the river counties were glad to see it. Nothing however had come of it, and now the people had been asking "What was Hazen going to do?" That question had now been answered and now that this legislation had been brought down, there would be no need to ask it again.  
Under Mr. Pugsley's scheme the province would not have been out one cent as under it \$15,000 a mile was to be guaranteed to the company which would build the road, but before this guarantee was signed the company was obliged to get a contract signed by the C. P. R., Grand Trunk Pacific or Canadian Northern Railway or the Dominion government to pay such portion of the earnings at least of the road as would satisfy the interest on the bonds. The people of the down-river counties wanted the railway and if they could get the Dominion government to operate it, they must have one built by another company. The legislation now brought down by the provincial government took their chance of not getting the whole of the interest on the bonds provided for because if the earnings of the road were small, forty per cent of them might leave some part of the interest unpaid. The leader of the opposition had said that it was an unreasonable thing to do to extract forty per cent from the Dominion government.

**Mr. Robinson.**  
Mr. Robinson—"What I said was that it was unreasonable that the province should take the whole forty per cent and leave nothing for the company."  
Mr. Woods—"But you say that forty per cent may not be sufficient to cover the interest on the bonds."  
Mr. Robinson—"What I said was that forty per cent would pay the interest on the bonds but that perhaps for the first year or two until the railway was well established forty per cent might not be sufficient, but that as traffic

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**ELECTRICAL NOTICE**

The Town Council of Amherst desire to obtain from those in the business of installing fire alarm systems, estimates of the cost of installing fifteen additional fire alarm tappers in the houses of firemen on the present fire alarm system. It will be necessary for a competent man to go over the ground and give us specifications and cost of material and work. Probably the party giving most satisfactory specification and price will receive contract.  
By order of Council.  
**W. F. DONKIN, Town Clerk.**

**LOST—Friday, between 1 and 2 m., on King or Prince Wn. St., \$10.00 bill—finder please leave at Standard office.**

# DIGBY LIBERALS SCRAP FOR PLUM

## Filling of Late Collector of Customs Shoes Precipitates Hub-bub Among the Faithful Across the Bay--The Applicants, Their Qualifications, and the Chances of Each Winning Out.

Digby, March 18.—The office of Collector of Customs, made vacant by the death of John M. Viets, has not yet been filled, and is not likely to be for some time to come if political rumors are correct. It appears that there are a half dozen or more Liberals after the position and at this account the "dispensary" at Ottawa is in a quandary. The M. P. for the county being on the opposition benches, any assistant collector of customs appointed, would be considered in the least, although Mr. Jameson's advice or recommendations would go for towards an ideal appointment, and the public could rest assured that his selection would be a man well fitted for the office. However, the fight is on among the "faithful" and it remains to be seen if the best man wins. J. W. Comeau, M.P.P., has been to Ottawa to see Senator Comeau and have a talk as well with the minister of finance. The senator and his name came down to Halifax to confer with Premier Murray. That conference was wire pulling after in order goes undisputed and little wonder one considers the list of applicants for the vacant collectorship. Here they are: A. M. Sidney, M.P.P., Joseph Milburn, Capt. Jacob Wyman, N. W. Hoag, George H. Peters, Harry R. Daley, G. L. Letteway, Mr. Sidney who is soon to become

St. Stephen, N. B., March 18.—Although not unexpected, the death of Mrs. Samuel Craig which occurred at her home on Tuesday street this morning, has occasioned deep regret among a wide circle of friends and acquaintances. Mrs. Craig was a native of Grand Manan, where she was united in marriage with Samuel Craig, mechanical superintendent in Ganong Bros. factory, about twelve years ago. During her residence here, she has endeavored herself to many by her many excellent qualities of heart and mind. For several months she has endured intense suffering with Christian fortitude. She was a consistent member of and valued worker in the Baptist church. Besides her husband, one son by a former marriage, Walter Holmes of the Province of Saskatchewan, survives her, also a younger son of her union with Mr. Craig, Mrs. C. C. Seeley and Mrs. Chaffey of Grand Manan and Mrs. S. W. Irons of Moncton who are surviving.

John had been most unfairly treated when the Central route was adopted for the Grand Trunk Pacific. He would not vote to add one more dollar of liability to the province than this government has agreed to—in this bill. He hoped that the road would be financed by a trunk line that would accommodate through business that would help to build up and develop the port and city of St. John.

**Mr. Burchill.**  
Mr. Burchill said that he had been forced to express his views on the subject when the hon. gentleman for Victoria brought forward his resolution early in the session. He believed that the time he believed was premature and should have been reserved until after the introduction of this bill. He was not in favor of an increase in the debt of the province at this time which was entailed in this bill. The question was whether or not the province was justified in the expenditure. He was not actuated by any selfish motives but he felt that the liability should not be imposed upon the province until it was guaranteed by bonds of \$25,000 per mile and the I. C. R. bond. In answer to the question whether or not he would support the proposal, he would say that he would support the proposal if it were accompanied by the guarantee of \$25,000 per mile. He would support the proposal if it were accompanied by the guarantee of \$25,000 per mile.

Mr. Wilson said he felt as a representative of St. John that he should say a few words on the subject. He gratified the last speaker for the very fair manner in which he had dealt with the subject. He agreed with him that a great injustice was done when the route that he was speaking of was chosen. He only wished that the party to which the honorable gentleman belonged had approached the matter in the same fair way that he had.

There could be no doubt that if the government at Ottawa had only built that road along the natural route it should have been taken, the province would not now be called on to take such a large liability. The Ottawa government was more than just to St. John, but unjust to the whole province. Members of the opposition ought to have an influence with the government at Ottawa and if so they ought to prevail upon it to supply the equipment for the road. He wanted to see the trunk line of railway, and that was what the people of St. John wanted to bring the business to their port. They had spent a million dollars in making the port able to accommodate a large volume of business and that was more than any other city in Canada had done. Not only had the people of the valley but people of St.

**PUGSLEY'S DREDGING GAME IS LAID BARE**

"In view of the foregoing facts we feel that our requests to you for a division of this work should receive greater consideration at your hands."  
Pugsley's Reply.  
Mr. Pugsley replied on 6th July, 1909. With reference, he wrote "to your statement that your company was not aware that the contract for dredging at St. John would be given for more than one season, I would call your attention to the fact that was publicly announced by me in parliament, and I think generally understood by all the contractors that the reason why the advertisement for tenders was changed from what it had been in previous years, so as to leave out the limitation of the work for the then present season, was that contractors might be assured of the continuance of the work for such reasonable time as would warrant them in obtaining a first class plant which would do the work more cheaply and thus enable the department to procure out the limitation of the dredging at lower prices than had formerly been the case."  
"The contract price for the dredging at St. John is as you are aware, not much over one third of what was paid to your company, as well as to Mr. Maves for a large quantity of work in the harbor of St. John, and there is no doubt whatever that I was able to obtain this greatly reduced tender by reason of the tenderer's understanding that the work would not be limited to the one season."  
No Power.  
"THE CONTRACT HAVING BEEN ENTERED INTO, I HAVE NO POWER TO COMPEL THE CONTRACTORS TO SHARE THE WORK WITH YOUR COMPANY, ETC."  
On 18th August, 1909, the president of the Dominion Dredging Company, Mr. R. Gordon Stewart, wrote to Mr. Pugsley:  
"Since the Dominion Dredging Company wrote you in reference to the dredging at St. John harbor, asking for a division of the work, they being under the impression that the Maritime Dredging and Construction Company were doing the work at a lower price than their tender, it has been our knowledge that the work is being done at 89-1/2 cents WHICH WAS THE TENDER PRICE OF OUR COMPANY."  
"I will be in the city until Friday evening and would like to have an interview with you in regard to the matter if you would let me know what time it would be convenient to see me."  
Mr. Pugsley replied on 28th August, saying he would be pleased to see Mr. Stewart "at any time," but adding "although I cannot see that it would be of any advantage to talk over the St. John dredging as I already presented as strongly as possible to the Maritime Dredging and Construction Company your request TO OBTAIN A SUE CONTRACT."  
Mr. Stewart replied on 7th Sept. in which he denies having asked for a sub contract. "What our company asked for was a division of this work by your department."  
On Sept. 9 Mr. Pugsley wrote declining to divide the work. "As I would have no authority to alter the contract entered into by the Maritime Dredging and Construction Company."

St. Stephen, N. B., March 18.—The government has entered into a contract with Capt. Sam Bartlett, one of the most skillful of Newfoundland's sailing captains and a man associated with Arctic expeditions for a quarter of a century, to undertake the task of searching for George Caldwell who started upon an expedition into the far north accompanied by two Eskimo men.

Nothing has been heard of Caldwell for two years. He was last seen by a trading Eskimo at Baker Lake in the fall of 1908. The object of his expedition was to locate certain very rich gold deposits.  
Capt. Bartlett will proceed north to Hudson Bay early in June in his own schooner which will be equipped with an auxiliary engine. His intention is to proceed to the Chesterfield Inlet and from there by launch and canoe along the route supposed to have been taken by Caldwell.

**MRS. S. CRAIG TO SEARCH FOR PASSED AWAY LOST EXPLORER**

TO OBTAIN A SUE CONTRACT

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**Call for Exhibition Tenders**  
Tenders will be received up to noon of the 26th inst. for the Cattle Sheds, and for the Sheep Barn and Piggery. Plans may be seen at the Offices of the Exhibition Association, Bank of Montreal Building, Prince William Street, at any time after 10 a. m. of the 21st inst. Tenders should be sealed and marked "Tenders for the Exhibition Buildings" and addressed to the undersigned. The lowest and any tender not necessarily accepted.  
A. O. SKINNER, President. H. J. P. GOOD, Manager.