

**WEATHER FORECAST**  
MARITIME PROVINCES  
Moderate southwesterly winds; cloudy and mild with some showers.  
Temperature at 3 A. M. 47 Degrees Above Zero.

# The Standard

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## THE VALLEY RAILWAY CONTRACT IS SIGNED

### FIRST RAIL OF THE NEW LINE WILL BE LAID AS SOON AS THE SNOW LEAVES THE GROUND

### FUTURE OF PROVINCE IS BRIGHT

### CAR KILLS ONE, WOUNDS ANOTHER

Interests of Province Safeguarded by Contract—Great Boon to Residents of Valley.

Port of St. John Will Secure Influx of Winter Port Business from Transcontinentals

Government of New Brunswick and St. John and Quebec Railway Company the Contracting Parties.

Special to The Standard.

Fredrickton, Dec. 12.—The contract for the construction of the St. John Valley Railway was signed, sealed and delivered this evening. The signing of the contract took place at the Executive Council Chamber in the Provincial Government buildings and the parties to the contract are the Government of New Brunswick and the St. John and Quebec Railway Co.

When the contract for the construction of the St. John Valley Railway was signed, Premier Fleming was asked for a statement, and said:

"I am greatly pleased that after some delay and a great deal of effort the contract for the construction of the St. John Valley Railway has been signed. I look upon it as the greatest undertaking of the province since Confederation."

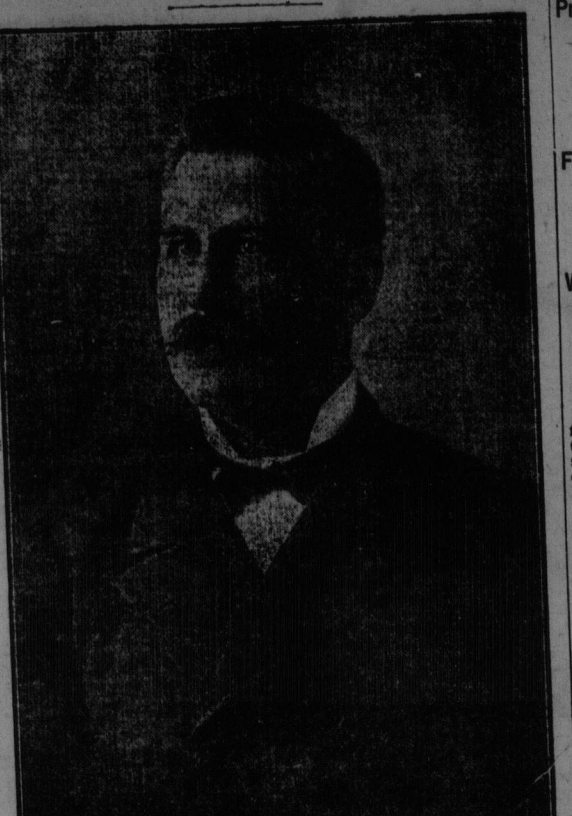
"I believe, however, that the contract so carefully safeguards the interests of the province that, while the liability is created, the province will not be called for any payment whatever out of the provincial treasury."

"The construction of this railway will be a great boon to the people of the St. John river valley, and means a development which will, I firmly believe, exceed the expectations of the most optimistic."

"The conditions of the contract are such that the port of St. John will secure a large amount of winter port business, coming from all three of the Transcontinental railways of Canada, and will add greatly to the prosperity of every section of the province."

"If our people will cease dreaming of the opportunities of the golden West, and embrace the opportunities of the golden East, New Brunswick during the next five years will enjoy a period of prosperity and progress far beyond any previous era in its history."

**The Contract.**  
The contract bears the official seals of the Province of New Brunswick, and the St. John and Quebec Railway Company, and the signatures of Hon. J. E. McLeod, as provincial secretary, A. R. Gould, as president, and J. E. Thomas, as secretary of the St. John and Quebec Railway Company. Premier Fleming, Attorney General Grimmer, Hon. John Morrissey, and Hon. Robert Maxwell, were the other members of the provincial government present at the final conference, immediately preceding the signing.



HON. J. K. FLEMING, Premier of New Brunswick.

of the contract and later when the contract was signed, while Mr. A. P. Barnhill, K. C., of St. John, was also present as the solicitor of the company. Mr. J. Howe Dickson, K. C., clerk of the executive council, in his official capacity, attached the seal of the province to the contract.

J. D. Black was the official witness of the signatures to the document, and a number of government officials were present to witness the signing of the contract. Mr. F. J. Lisman, of F. J. Lisman and Co., of New York, the financial people behind the company, and Mr. Martin Paskus, their solicitor, who have been attending the conference here this week, left this evening for New York.

The signing of the contract means that work on the construction of the railway will be commenced at once. That is, the final location survey of the railway will be undertaken and completed as rapidly as possible, and other supplies will be gotten out so that the actual work of construction can be commenced just as early in the spring as weather conditions will allow.

**Welcome News.**  
In public places when it became known that the contract had been

Premier Fleming Outlines Many Advantages Which Will Accrue to the Province.

Firmly Believes that Even the Most Optimistic Expectations will be Justified.

Work of Construction will Commence at Once and Everything Made Ready for Work in Spring.

for the repayment to the province of the expenses incurred in having the survey of the line made under the direction of Chief Engineer David P. Maxwell.

Section No. 12, provides for the deposit of \$100,000 by the company with the province on the execution of the contract. This section has, of course, been complied with.

In section No. 14, provision is made that the company shall give security for the interest on the bonds during the period of construction, prior to the issue of the road to the Dominion government as a part of the Intercolonial Railway, going into operation.

**Company's Deposit.**

Section No. 15 provides for a deposit by the company of \$300,000 to safeguard the province during the early years of operation on the railway, when 40 per cent. of the gross earnings which will be paid for the lease of the road, might not be sufficient to meet the interest charges on the guaranteed bonds.

In section No. 17, provision is made that the company for themselves, their contractors, or subcontractors, must pay all just claims for materials and supplies furnished and wages for labor performed before receiving the guarantee of bonds or payment of cash.

Section No. 22 provides that the construction work shall be paid less than the minimum wage set out in a fair and equitable schedule of wages, and scheduled in section No. 24 provision is made that the plans and specifications to be approved by the provincial government in council for approval and afterwards that a detailed statement of their cost shall be submitted.

Attached to the contract are the specifications for the building of the railway. They provide for a grade not exceeding 4.10 of 1 per cent. going east and 6.10 of 1 per cent. going west, and not exceeding 1 per cent. All bridges, culverts, etc., are to be of massive construction and are to be of the class designated as "Especially Heavy."

The rails are to be of steel and to weigh not less than 50 pounds to the lineal yard, providing for a first class trunk line of railway in every respect.

W. Leonard Palmer, a London Journalist, Takes Optimistic View of the Future of New Brunswick.

SHOULD LOOK FOR HOME MARKETS.

Moncton, Dec. 12.—W. Leonard Palmer, of the London, Financial News, who spent last summer in Canada for the purpose of getting an insight into the business and general conditions of this country, addressed a large meeting of the Canadian Club here tonight. Mr. Palmer was greatly impressed with the possibilities of the Maritime Provinces, especially for agricultural and manufacturing development, and it is hoped his present visit will result in much good. At the close of his interesting address which was listened to with great attention, there was a general discussion participated in by P. W. Sumner, C. W. Robinson, Capt. Masters, M. Lodge, and E. J. Payson.

The president of the club, Mr. Hawke, occupied the chair, and announced the subject of Mr. Palmer's address as "New Brunswick's Opportunities."

"When I left Moncton on my way home to England in August last," said Mr. Palmer, "I did not expect to have the pleasure of being among you so soon again. But I am afraid the potent spell of Canada has worked upon me, tearing me from the bosom of the Mother Country and compelling me to cross the Atlantic at this inclement season of the year. As perhaps some of you are aware I spent five months of this year in making a careful tour of Canada, during which I visited every place of importance both East and West."

"Now, as you will understand certain parts of the country, certain cities, certain districts, impressed me for certain reasons, but the part that engaged by thought most earnestly was that of the Maritime Provinces. In this I have been told I differed from most visitors, but perhaps that is because few of them came here."

"Compared to some of her sister provinces, New Brunswick is territorially small, but what she lacks in territory she more than makes up for in other respects. After a fairly careful tour of this province in the spring of this year, I ventured to express the opinion that many of the British emigrants who were being rushed out West would do very much better if they turned their attention to this part of the country and to that opinion I rigidly adhere."

**New Brunswick's Climate.**

"I will give you a few reasons why I think that. Brunswick has a superior climate to many other portions of the Dominion. The country is undulating and fertile, the soil, especially in the intervals, is exceptionally rich. It has almost unlimited supplies of timber; it abounds in running water. It has an extensive seaboard and valuable fisheries. It possesses one of the premier Continued on Page 3.

Struck and fearfully mangled by street car No. 69, while proceeding at a high rate of speed down Main street last evening, James Ryder, of 44 Shore street, was instantly killed, and another man, Benjamin Tufts, an ex-master mariner, sustained a broken limb and other minor injuries.

There are contradictory stories as to how the accident occurred. Eye witnesses say the car was running fast and that the unfortunate men were caught by it before they could step from the car tracks to safety, despite the fact that Capt. Tufts' injuries were practically received as the result of a brave attempt to save his friend. The motorman of the car, John Reynolds, says that when the car approached, the men they seemed to be pulling each other in opposite directions and before he could stop the car, it struck them.

As soon as possible after the accident the car was stopped but not until Ryder had been dragged for about two car lengths. It was then found that he was jammed under the car in such a manner that it was necessary to raise the body of the car with jacks before the mass of bruised and mangled flesh could be extricated.

Ryder and Tufts were taken to the George M. Ross' drug store and a hurry call sent out for medical assistance. Dr. Roberts, Dr. Pratt and Dr. Hogan responded and pronounced Ryder dead. While the exact extent of Tufts' injuries could not, at the moment be determined, it was deemed advisable to send him to the hospital and the ambulance was requisitioned for the purpose.

Early last evening Captain Tufts called for Ryder, and after a conversation, the two men went out to the car. They were both wearing their coats and hats, and were walking in the direction of the car. At this moment cars were running in both directions and they failed to notice car No. 69, which was coming down the street.

They were both watching the up-bound car when the noise made by car 69 attracted them.

Capt. Tufts endeavored to grasp his friend's arm to pull him away from the danger, but was too late. Mrs. Kincaid, who resides at 441 Main street, witnessed the accident and told of the sad affair.

When the car struck the two men, Capt. Tufts was thrown to one side and Ryder disappeared beneath the car, which was stopped as quickly as possible. His rubbers and slippers were found about two car lengths up the street.

The people in the vicinity thought he had probably got clear but Mrs.

Kincaid informed the motorman that he was beneath the car.

Her information proved to be only too true, and before the eyes of the horrified spectators the unfortunate man's body, was revealed, jammed underneath, sideways, with his head between the trucks and the brake beam. Jack screws were at once obtained and with their assistance the car was raised and the body taken out.

Dr. C. M. Pratt conducted the necessary medical examination and he found that Ryder's neck was broken, the head was badly cut and most of the scalp removed, besides this both bones in the left leg were broken and the right upper arm was also broken. There were several burns on the neck.

Captain Tufts sustained a broken leg and a dislocated ankle, and played great fortitude on the way to the hospital, although he must have suffered terrible pain. He was not told that Ryder was killed, as in his weak condition the shock might have proved fatal.

Car 69 on the fatal trip was in charge of Conductor Harry Smith and Motorman John Reynolds, both were deeply affected by the accident. The motorman stated that when he learned down Main street at ten minutes past eight, Ryder and Capt. Tufts stepped on the track in front of the car and when they saw it they tried to pull each other in opposite directions. Before Reynolds could stop the car, it had struck the men.

Matthew Cavanaugh, a driver on the chemical engine, stationed on Portland street, stated that when he learned a man had been killed, he at once hurried to the spot. He said that the body was twisted in such a manner that the head was twisted over the car tracks. He assisted to carry the body into the drug store.

Dr. Roberts will hold the coroner's inquest and an investigation into the matter will probably be held as the stories of the witnesses and the motorman vary.

James Ryder was 62 years of age, and was a native of this city. He survived by year Walter, of 4 Shore street, with whom he resided. He had also a son, Fred, and four daughters, Mrs. Harry White, Mrs. Walter Miller, and the Misses Lizzie and Edna, all of Boston. Mrs. James Ryder, wife of the unfortunate victim, is now in Boston visiting her daughter, Mrs. Miller.

The late James Ryder was an employee of Hillard Bros., being a poundman in the millinery.

Capt. Benjamin Tufts is a retired seaman, residing at 122 Acadia street. He is married, and his wife, who is ill, is staying at the home of her married daughter, Mrs. Gayton, on Main street.

## COMPANY WILL DECIDE HOW MUCH IT CAN PAY TOWARD COST OF NEW BRIDGE AT REVERSIBLE FALLS WAS DISCUSSED YESTERDAY

A conference was held yesterday between representatives of the local government and the Street Railway to consider the question of the street railway contributing to the cost of a bridge at the Reversible Falls, constructed to carry street car tracks. The representatives of the street railway said the railway was not making money, but agreed to submit a proposition to the government in a short time showing how much they thought they could afford to pay towards the cost of the bridge.

Premier Fleming, Hon. John Morrissey, and Hon. Robert Maxwell, represented the government.

## Suit to Dissolve The Shoe Machine Trust

Affects a Corporation of World Wide Scope—Conspiracy Charged Against Defendants.

Boston, Dec. 12.—A suit asking for the dissolution of the United Shoe Machinery Company, a corporation of world wide scope, was instituted this afternoon by the federal government, which filed a bill in equity in the United States Circuit Court.

The bill is brought against the United Shoe Machinery Company of New Jersey, eighteen subsidiary corporations and twenty-three individuals to prevent and restrain the defendants from "maintaining and engaging in unlawful combinations, contracts and conspiracies in restraint of interstate and foreign trade and commerce in violation of the Sherman Act, in the manufacture, sale and devices used in the manufacture of boots and shoes. The court is asked to order the dissolution of the every company heretofore and hereafter formed in such parts as constitute a monopoly or can become a monopoly."

The defendants include President Sidney W. Winslow, William B. Bour, Wallace W. Robinson, George W. Brown, Edward P. Hurd, John M. Connor, Louis A. Coolidge, Edwin P. Brown, Frank L. Babcock, Henry B. Endicott, Edmund L. Gardner, John H. Hall, Elmer P. Howe, George E. Keith and others prominent in the shoe machinery and shoe trade.

President Winslow and other officials of the United States Shoe Machine Company heretofore and hereafter formed in such parts as constitute a monopoly or can become a monopoly. The cases have not yet come to trial.

## New Rules to Govern Canadian Railways

Canadian Railway Commission Issues Rigid Regulations for the Inspection of Locomotives.

Ottawa, Dec. 12.—After January 1, 1912, the inspection and testing of locomotives on all the railroads under the jurisdiction of the railway commission of Canada will be governed by new and rigid rules which the board has issued to every road affected.

The new rules, which were drawn after much careful consideration and discussion of the subject, are designed for the safety and protection of the public, fixing as they do the responsibility for accidents caused by defective boilers on those directly responsible for the condition of these. They are to be known as "Rules for inspecting and testing locomotive boilers and other appliances," and provide that companies are to be responsible for the general design and construction of locomotive boilers under their control; that a safe working pressure is to be fixed by the chief mechanical officer of the company, or a competent mechanical engineer under his supervision; that the chief mechanical officer in charge at each point where boiler work is done will be held responsible for the inspection and repair of all locomotive boilers.

Rules governing every detail of these inspections are given and it is ordered that not less than once each month, or fifteen days after inspection, a report of such inspection is to be filed with the chief operative officer of the board for each locomotive used.

In case of accident from a failure of locomotive boilers or their appliances, resulting in serious injury or death, the carrier owning or operating the locomotive is required immediately to report the accident and the complete list of killed and injured. A penalty of \$100 is fixed for contravention of any of the clauses in the new order.

**ROYAL PARTY VISIT MONTREAL—M'GILL HONORS THE DUKE**  
Montreal, Dec. 12.—Their Royal Highnesses the Duke and Duchess of Connaught arrived in Montreal at three o'clock this afternoon, for a visit which will extend over four days. Immediately on their arrival they were driven to the City Hotel where the civic address of welcome was read, together with the loyal addresses from the British Army and Navy veterans and the Canadian army veterans.

The royal party then drove to the Royal Victoria College, where a special convocation of McGill University was held and the honorary degree of LL. D. conferred upon their Royal Highnesses.

Following this the Duke and Duchess of Connaught entertained a small party at dinner, and this evening attended the public reception in their honor at City Hall, which was attended by several thousand citizens anxious to welcome the new Governor-General.

## GOVERNMENT WILL SAVE MONEY IN ITS OFFICES IN PARIS

Trade Commissioner to be Dismissed and Several Departments to be Centralized—Better and Cheaper Service

**Special to The Standard.**

Ottawa, Dec. 12.—The decision of the Dominion government, reached within the last few days, to consolidate the various branches of the Canadian service at Paris, means that Anatole Polidron, trade commissioner, will cease to hold office. The trade and commerce and immigration offices are to be placed under one roof and Canada is to get more advertising in Paris than was obtained under the old system.

Mr. Polidron was appointed by the late premier, and his work it is alleged, has not been satisfactory. Under the centralization scheme, the Paris offices will, it is expected, be conducted at an annual outlay of \$12,000 instead of \$30,000, the old figures.

General and his party to the city. The weather today was most inclement and his party drove from place to place over streets inches deep in mud, in the midst of a steady drizzle of rain. Despite the weather, and the fact that the Mayor's proclamation of a public holiday met with little response from employers owing to the Christmas rush being already on, the streets were lined with people and cheers for the royal visitors were heard.

**ARTHUR HAWKES WILL BE HERE ON THE 19TH**  
Immigration Commissioner to Confer with Local Government on Immigration to Province.

Premier Fleming who was at the Victoria yesterday said that Arthur Hawkes, the special commissioner on immigration recently appointed by the federal government, had written him that he would be in St. John on the 19th inst., to confer with the repre-

## MAY BE DIRECT LINE FROM MELBOURNE TO SAN FRANCISCO

Melbourne, Aug. 12.—The Victorian state ministry announces that the Union Steamship Company's new steamer Tahiti, will leave San Francisco on April 3, 1912 for Melbourne, under contract with the Victorian government. The Tahiti contains berths for from 400 to 500 passengers. Special low fares will be provided for this occasion for any American irrigators who wish to visit Victoria with the idea of settling. Those wishing to make a round trip will be accommodated for the return journey also, at reduced fares.

If the Tahiti's voyage should prove successful efforts will be made to arrange a series of similar excursions and possibly a direct shipping service between San Francisco and Melbourne.

Clerks, who wrote letters, baggage-men, shippers and all those who are supposed to have had even the remotest knowledge of the movement of the explosives or where and how they were stored are among the several hundred witnesses who have been summoned to testify before the grand jury.

Representatives of the local government on immigration matters, Mr. Fleming added in response to his invitation, the premier of Nova Scotia had agreed to send a representative to the conference, and he hoped that the premier of P. E. Island would do the same. The object of Mr. Fleming's conference was to discuss the problem of immigration with them.

As it affects the Maritime Provinces thoroughly thrashed out. Mr. Fleming expects to meet the council of the St. John board of trade on the 19th inst., and discuss the problem of immigration with them.

**INQUIRY INTO THE SHIPMENT OF TON OF DYNAMITE IN U.S.**