

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

The Standard

SAINT JOHN, CANADA, WEDNESDAY, DECEMBER 13, 1911.

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EIGHT PAGES

THE VALLEY RAILWAY CONTRACT IS SIGNED

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

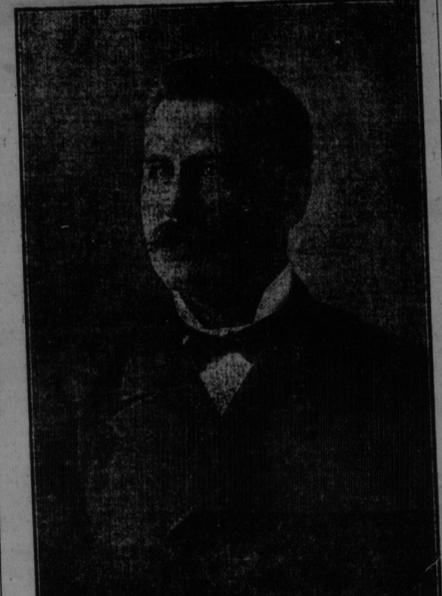
FUTURE OF PROVINCE IS BRIGHT

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.



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

Special to The Standard. 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 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 see 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 Companies, and the signatures of Hon. J. K. Fleming, Premier of New Brunswick, H. F. McLeod, provincial secretary, R. R. Gould, as president, and J. F. 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

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. 13, 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 bond.

In section No. 16, provision is made that the company, for themselves, their contractors, or subcontractors, must pay all just claims and materials for 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 wage schedule in section No. 24 provision is made that the plans and specifications of the bridge and viaducts to be constructed by the contractor 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 a grade bridge over the river at St. John and section No. 7, of the contract, providing for a grade bridge exceeding 4-10 of 1 per cent. going east and 6-10 of 1 per cent. going west, in section No. 7, of the contract, providing for a grade bridge exceeding 1-10 of 1 per cent. All bridges, culverts, etc., are to be constructed by firms employing non-union men in the last five years.

The rails are to be of steel and to weigh not less than 80 pounds to the 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 W. W. Sumner, G. 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 post sent of Canada has worked upon me, tearing me from the bosom of the Mother Country and compelling me to meet the Atlantic at this inclement season of the year. As perhaps some of you are aware I spent five months in Canada, during which I visited every part of importance both East and West."

"Now, as you will understand certain parts of the country, certain cities, certain districts, impressed me for different 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 better reason, 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. In the first place New Brunswick has a superior climate to many other portions of the Dominion. The country is undulating and diversified, 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 Capt. 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 man was 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 the man. 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 hospital and Tufts was pronounced 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 saloon.

On leaving the saloon the two men started to walk in a diagonal direction across the street. 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 the car attracted their attention.

Capt. Tufts endeavored to grasp his friend's arm to pull him away from the danger, but was too late. Main street, witnessed the accident and told of the sad affair to a Standard reporter. She said that 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 trowsers 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, he displayed great fortitude on the way to the hospital, although he must have suffered terrible pain. He was not told that Ryder was killed, as 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 car was taken to the station at ten minutes past eight, Ryder and Capt. Tufts stepped 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 once hurried to the spot. He said that the body was twisted in all ways and that the head was twisted and the trunk beam and between it and the car tracks. He assisted to carry the body into the morgue.

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 is now in the hospital, where he is being nursed by his wife, who is Mrs. Miller.

The late James Ryder was an employee of Hilliard Bros., being a pound man 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.

James Ryder Instantly Killed on Main Street Last Night, and Benjamin Tufts Seriously Injured—Car Was Running at High Speed and the Men Did Not Notice Its Approach.

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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 controlled 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.

Buildings 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.

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, and possibly a direct shipping service, 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 figure.

General aid bit party to the city. The weather today was most inclement and the Governor-General 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 by several thousand citizens anxious to welcome the new Governor-General.

MAY BE DIRECT LINE FROM MELBOURNE TO SAN FRANCISCO

Melbourne, Aug. 12.—The Victorian state ministry announces that under contract with the Victorian government, the 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. Specially low fares will be charged on the 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 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 ever 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 that 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 mission is to bring together the representatives of the conference and to have the immigration problem as it affects the Maritime Provinces thoroughly thrashed out. Mr. Fleming expects to meet the conference of the St. John board of trade on the 19th inst., and discuss the problem of immigration with them.

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-

COMPANY WILL DECIDE HOW MUCH IT CAN PAY TO INVESTIGATE MANAGEMENT OF INTERCOLONIAL

Ottawa, Dec. 12.—Owing to many complaints received by the government about the management of the Intercolonial Railway, it has decided to fully investigate the conditions on that road. As a means of investigation Hon. Frank Cochrane, minister of railways, has appointed Ernie Gely, of Quebec, and James A. MacDonald, commissioners to look into the charges of partisanship and neglect of duty preferred against some high officials of that line.

Ernie Gely, and Hon. Robert Maxwell, represented the government, while H. H. McLean, Fred R. Taylor, and H. M. Hopper, represented the street railway.

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 use of machines, mechanisms, tools of boots and shoes. The court is asked to order the dissolution of the defendant corporations in such part as no one of them will constitute a monopoly or can become a monopoly.

The cases have not yet come to trial.

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.