

THE NEW POST IN PUSH UP TIGRIS ON EGYPT FRONT

their advance in German East Africa, occupied the town of Kouda, in the district south of Umbiga, the occupation of which is the farthest point in the interior expedition which apparently is being pushed on Saturday said hostile troops had been on Kouda on April 17, and that it became evident in that direction.

General Smuts reports that troops under General Smuts before Kouda, Irangi, on April 19, were taken and a considerable number of casualties killed and retired in the direction of the central railway.

German forces are maintaining steadily their efforts to stand the check sustained at the hands of the British. The British repulsed the Tigris, was continued throughout yesterday.

In Egypt, where several British successes are being achieved, an official statement says that two engagements were fought on April 23, one at the Quatta district. The British repulsed the Tigris, was continued throughout yesterday.

In Egypt, where several British successes are being achieved, an official statement says that two engagements were fought on April 23, one at the Quatta district. The British repulsed the Tigris, was continued throughout yesterday.

In Egypt, where several British successes are being achieved, an official statement says that two engagements were fought on April 23, one at the Quatta district. The British repulsed the Tigris, was continued throughout yesterday.

In Egypt, where several British successes are being achieved, an official statement says that two engagements were fought on April 23, one at the Quatta district. The British repulsed the Tigris, was continued throughout yesterday.

In Egypt, where several British successes are being achieved, an official statement says that two engagements were fought on April 23, one at the Quatta district. The British repulsed the Tigris, was continued throughout yesterday.

In Egypt, where several British successes are being achieved, an official statement says that two engagements were fought on April 23, one at the Quatta district. The British repulsed the Tigris, was continued throughout yesterday.

In Egypt, where several British successes are being achieved, an official statement says that two engagements were fought on April 23, one at the Quatta district. The British repulsed the Tigris, was continued throughout yesterday.

In Egypt, where several British successes are being achieved, an official statement says that two engagements were fought on April 23, one at the Quatta district. The British repulsed the Tigris, was continued throughout yesterday.

In Egypt, where several British successes are being achieved, an official statement says that two engagements were fought on April 23, one at the Quatta district. The British repulsed the Tigris, was continued throughout yesterday.

In Egypt, where several British successes are being achieved, an official statement says that two engagements were fought on April 23, one at the Quatta district. The British repulsed the Tigris, was continued throughout yesterday.

In Egypt, where several British successes are being achieved, an official statement says that two engagements were fought on April 23, one at the Quatta district. The British repulsed the Tigris, was continued throughout yesterday.

In Egypt, where several British successes are being achieved, an official statement says that two engagements were fought on April 23, one at the Quatta district. The British repulsed the Tigris, was continued throughout yesterday.

In Egypt, where several British successes are being achieved, an official statement says that two engagements were fought on April 23, one at the Quatta district. The British repulsed the Tigris, was continued throughout yesterday.

In Egypt, where several British successes are being achieved, an official statement says that two engagements were fought on April 23, one at the Quatta district. The British repulsed the Tigris, was continued throughout yesterday.

In Egypt, where several British successes are being achieved, an official statement says that two engagements were fought on April 23, one at the Quatta district. The British repulsed the Tigris, was continued throughout yesterday.

In Egypt, where several British successes are being achieved, an official statement says that two engagements were fought on April 23, one at the Quatta district. The British repulsed the Tigris, was continued throughout yesterday.

In Egypt, where several British successes are being achieved, an official statement says that two engagements were fought on April 23, one at the Quatta district. The British repulsed the Tigris, was continued throughout yesterday.

In Egypt, where several British successes are being achieved, an official statement says that two engagements were fought on April 23, one at the Quatta district. The British repulsed the Tigris, was continued throughout yesterday.

In Egypt, where several British successes are being achieved, an official statement says that two engagements were fought on April 23, one at the Quatta district. The British repulsed the Tigris, was continued throughout yesterday.

In Egypt, where several British successes are being achieved, an official statement says that two engagements were fought on April 23, one at the Quatta district. The British repulsed the Tigris, was continued throughout yesterday.

In Egypt, where several British successes are being achieved, an official statement says that two engagements were fought on April 23, one at the Quatta district. The British repulsed the Tigris, was continued throughout yesterday.

In Egypt, where several British successes are being achieved, an official statement says that two engagements were fought on April 23, one at the Quatta district. The British repulsed the Tigris, was continued throughout yesterday.

In Egypt, where several British successes are being achieved, an official statement says that two engagements were fought on April 23, one at the Quatta district. The British repulsed the Tigris, was continued throughout yesterday.

In Egypt, where several British successes are being achieved, an official statement says that two engagements were fought on April 23, one at the Quatta district. The British repulsed the Tigris, was continued throughout yesterday.

In Egypt, where several British successes are being achieved, an official statement says that two engagements were fought on April 23, one at the Quatta district. The British repulsed the Tigris, was continued throughout yesterday.

In Egypt, where several British successes are being achieved, an official statement says that two engagements were fought on April 23, one at the Quatta district. The British repulsed the Tigris, was continued throughout yesterday.

In Egypt, where several British successes are being achieved, an official statement says that two engagements were fought on April 23, one at the Quatta district. The British repulsed the Tigris, was continued throughout yesterday.

In Egypt, where several British successes are being achieved, an official statement says that two engagements were fought on April 23, one at the Quatta district. The British repulsed the Tigris, was continued throughout yesterday.

In Egypt, where several British successes are being achieved, an official statement says that two engagements were fought on April 23, one at the Quatta district. The British repulsed the Tigris, was continued throughout yesterday.

In Egypt, where several British successes are being achieved, an official statement says that two engagements were fought on April 23, one at the Quatta district. The British repulsed the Tigris, was continued throughout yesterday.

GOVERNMENT'S VALLEY RAILWAY BILL BEFORE LEGISLATURE

Provides For Change in Route and Entry to West St. John

Acting Premier Admits That Dunham's Wharf Crossing is Feasible, But Says 'Western Route is More Desirable—' Condemns Maxwell Report—Gutelius Quoted as the Authority

Fredericton, April 25.—Hon. Mr. Murray introduced the Valley railway legislation tonight in the form of an agreement with the St. John & Quebec Railway and the Dominion government, and a bill to cover the same and provide for the changing of the route from the east to the west side of the St. John river to join the C. P. R. at or near Westfield.

He gave many reasons for not building the bridge across the St. John river and building the railway to Rothesay as promised the people, condemned the Maxwell report and, while admitting that a crossing at Dunham's wharf was feasible, pleaded the additional great cost as an excuse for not constructing it.

The reasons advanced by Gutelius and Monsarratt were dwelt upon at great length. In fact, one would not think that the province of New Brunswick was being and paying for the road to listen to the minister's ready compliance with the wishes of the Canadian government railway and its alleged scheme of development for New Brunswick.

Survey parties are now out looking over the route to the C. P. R. either to Westfield or by the middle route to Wolford. It is promised connection will be made by February 1, 1917, and that freight will be passing over the line to St. John via the C. P. R. by that date.

Excuses for the change of route formed the great part of Mr. Murray's speech, and while he quoted Gutelius and Monsarratt as authority, he did not read a line from the speeches of Fleming, Haysen and Clarke promising construction from Grand Falls to Rothesay.

In fact, one would not think that the province of New Brunswick was being and paying for the road to listen to the minister's ready compliance with the wishes of the Canadian government railway and its alleged scheme of development for New Brunswick.

Survey parties are now out looking over the route to the C. P. R. either to Westfield or by the middle route to Wolford. It is promised connection will be made by February 1, 1917, and that freight will be passing over the line to St. John via the C. P. R. by that date.

Excuses for the change of route formed the great part of Mr. Murray's speech, and while he quoted Gutelius and Monsarratt as authority, he did not read a line from the speeches of Fleming, Haysen and Clarke promising construction from Grand Falls to Rothesay.

In fact, one would not think that the province of New Brunswick was being and paying for the road to listen to the minister's ready compliance with the wishes of the Canadian government railway and its alleged scheme of development for New Brunswick.

Survey parties are now out looking over the route to the C. P. R. either to Westfield or by the middle route to Wolford. It is promised connection will be made by February 1, 1917, and that freight will be passing over the line to St. John via the C. P. R. by that date.

Excuses for the change of route formed the great part of Mr. Murray's speech, and while he quoted Gutelius and Monsarratt as authority, he did not read a line from the speeches of Fleming, Haysen and Clarke promising construction from Grand Falls to Rothesay.

In fact, one would not think that the province of New Brunswick was being and paying for the road to listen to the minister's ready compliance with the wishes of the Canadian government railway and its alleged scheme of development for New Brunswick.

Survey parties are now out looking over the route to the C. P. R. either to Westfield or by the middle route to Wolford. It is promised connection will be made by February 1, 1917, and that freight will be passing over the line to St. John via the C. P. R. by that date.

Excuses for the change of route formed the great part of Mr. Murray's speech, and while he quoted Gutelius and Monsarratt as authority, he did not read a line from the speeches of Fleming, Haysen and Clarke promising construction from Grand Falls to Rothesay.

In fact, one would not think that the province of New Brunswick was being and paying for the road to listen to the minister's ready compliance with the wishes of the Canadian government railway and its alleged scheme of development for New Brunswick.

Survey parties are now out looking over the route to the C. P. R. either to Westfield or by the middle route to Wolford. It is promised connection will be made by February 1, 1917, and that freight will be passing over the line to St. John via the C. P. R. by that date.

Excuses for the change of route formed the great part of Mr. Murray's speech, and while he quoted Gutelius and Monsarratt as authority, he did not read a line from the speeches of Fleming, Haysen and Clarke promising construction from Grand Falls to Rothesay.

In fact, one would not think that the province of New Brunswick was being and paying for the road to listen to the minister's ready compliance with the wishes of the Canadian government railway and its alleged scheme of development for New Brunswick.

Survey parties are now out looking over the route to the C. P. R. either to Westfield or by the middle route to Wolford. It is promised connection will be made by February 1, 1917, and that freight will be passing over the line to St. John via the C. P. R. by that date.

Excuses for the change of route formed the great part of Mr. Murray's speech, and while he quoted Gutelius and Monsarratt as authority, he did not read a line from the speeches of Fleming, Haysen and Clarke promising construction from Grand Falls to Rothesay.

In fact, one would not think that the province of New Brunswick was being and paying for the road to listen to the minister's ready compliance with the wishes of the Canadian government railway and its alleged scheme of development for New Brunswick.

Survey parties are now out looking over the route to the C. P. R. either to Westfield or by the middle route to Wolford. It is promised connection will be made by February 1, 1917, and that freight will be passing over the line to St. John via the C. P. R. by that date.

Excuses for the change of route formed the great part of Mr. Murray's speech, and while he quoted Gutelius and Monsarratt as authority, he did not read a line from the speeches of Fleming, Haysen and Clarke promising construction from Grand Falls to Rothesay.

In fact, one would not think that the province of New Brunswick was being and paying for the road to listen to the minister's ready compliance with the wishes of the Canadian government railway and its alleged scheme of development for New Brunswick.

Survey parties are now out looking over the route to the C. P. R. either to Westfield or by the middle route to Wolford. It is promised connection will be made by February 1, 1917, and that freight will be passing over the line to St. John via the C. P. R. by that date.

Excuses for the change of route formed the great part of Mr. Murray's speech, and while he quoted Gutelius and Monsarratt as authority, he did not read a line from the speeches of Fleming, Haysen and Clarke promising construction from Grand Falls to Rothesay.

In fact, one would not think that the province of New Brunswick was being and paying for the road to listen to the minister's ready compliance with the wishes of the Canadian government railway and its alleged scheme of development for New Brunswick.

Survey parties are now out looking over the route to the C. P. R. either to Westfield or by the middle route to Wolford. It is promised connection will be made by February 1, 1917, and that freight will be passing over the line to St. John via the C. P. R. by that date.

Excuses for the change of route formed the great part of Mr. Murray's speech, and while he quoted Gutelius and Monsarratt as authority, he did not read a line from the speeches of Fleming, Haysen and Clarke promising construction from Grand Falls to Rothesay.

In fact, one would not think that the province of New Brunswick was being and paying for the road to listen to the minister's ready compliance with the wishes of the Canadian government railway and its alleged scheme of development for New Brunswick.

Survey parties are now out looking over the route to the C. P. R. either to Westfield or by the middle route to Wolford. It is promised connection will be made by February 1, 1917, and that freight will be passing over the line to St. John via the C. P. R. by that date.

Excuses for the change of route formed the great part of Mr. Murray's speech, and while he quoted Gutelius and Monsarratt as authority, he did not read a line from the speeches of Fleming, Haysen and Clarke promising construction from Grand Falls to Rothesay.

He would like to explain some of the provisions of this agreement, including that relative to the payment of subsidies to be made. As formerly specified, subsidies were payable only when the whole road was completed but under the new arrangement they are to be paid on each section as it is completed. For instance, from Gagetown to Centerville was a completed section, and subsidies upon it could be paid while subsidies on the Gagetown to Westfield section and Centerville to Andover section would be payable as these sections were completed. This would make it easier to finance the bridge and the construction work would be better able to carry on their work under such an arrangement while the change, he believed, was in the interests of the province and of the road generally and would be commended on all sides.

He would next like to refer to the provisions of section two of the agreement which was as follows: "The company in order to facilitate the connection of the line of railway from Centerville to the St. John river at or near Westfield, shall construct a bridge across the St. John river from a point near Gagetown to a point on the Canadian Pacific Railway at or near Westfield on or before the first day of February, A. D. 1917, and shall complete the construction and equipment of the said line of railway in respect to the bridge and the line of railway here-to-annexed and the requirements as in the preceding clause set out, on or before the first day of August, A. D. 1917."

The section of the agreement which he had just read meant that the railway was to be ready for operation by February 1st, 1917, and next winter would be ready for operation by August 1st, 1917. The section of the agreement which he had just read meant that the railway was to be ready for operation by February 1st, 1917, and next winter would be ready for operation by August 1st, 1917.

The section of the agreement which he had just read meant that the railway was to be ready for operation by February 1st, 1917, and next winter would be ready for operation by August 1st, 1917. The section of the agreement which he had just read meant that the railway was to be ready for operation by February 1st, 1917, and next winter would be ready for operation by August 1st, 1917.

The section of the agreement which he had just read meant that the railway was to be ready for operation by February 1st, 1917, and next winter would be ready for operation by August 1st, 1917. The section of the agreement which he had just read meant that the railway was to be ready for operation by February 1st, 1917, and next winter would be ready for operation by August 1st, 1917.

The section of the agreement which he had just read meant that the railway was to be ready for operation by February 1st, 1917, and next winter would be ready for operation by August 1st, 1917. The section of the agreement which he had just read meant that the railway was to be ready for operation by February 1st, 1917, and next winter would be ready for operation by August 1st, 1917.

The section of the agreement which he had just read meant that the railway was to be ready for operation by February 1st, 1917, and next winter would be ready for operation by August 1st, 1917. The section of the agreement which he had just read meant that the railway was to be ready for operation by February 1st, 1917, and next winter would be ready for operation by August 1st, 1917.

The section of the agreement which he had just read meant that the railway was to be ready for operation by February 1st, 1917, and next winter would be ready for operation by August 1st, 1917. The section of the agreement which he had just read meant that the railway was to be ready for operation by February 1st, 1917, and next winter would be ready for operation by August 1st, 1917.

The section of the agreement which he had just read meant that the railway was to be ready for operation by February 1st, 1917, and next winter would be ready for operation by August 1st, 1917. The section of the agreement which he had just read meant that the railway was to be ready for operation by February 1st, 1917, and next winter would be ready for operation by August 1st, 1917.

The section of the agreement which he had just read meant that the railway was to be ready for operation by February 1st, 1917, and next winter would be ready for operation by August 1st, 1917. The section of the agreement which he had just read meant that the railway was to be ready for operation by February 1st, 1917, and next winter would be ready for operation by August 1st, 1917.

The section of the agreement which he had just read meant that the railway was to be ready for operation by February 1st, 1917, and next winter would be ready for operation by August 1st, 1917. The section of the agreement which he had just read meant that the railway was to be ready for operation by February 1st, 1917, and next winter would be ready for operation by August 1st, 1917.

The section of the agreement which he had just read meant that the railway was to be ready for operation by February 1st, 1917, and next winter would be ready for operation by August 1st, 1917. The section of the agreement which he had just read meant that the railway was to be ready for operation by February 1st, 1917, and next winter would be ready for operation by August 1st, 1917.

The section of the agreement which he had just read meant that the railway was to be ready for operation by February 1st, 1917, and next winter would be ready for operation by August 1st, 1917. The section of the agreement which he had just read meant that the railway was to be ready for operation by February 1st, 1917, and next winter would be ready for operation by August 1st, 1917.

The section of the agreement which he had just read meant that the railway was to be ready for operation by February 1st, 1917, and next winter would be ready for operation by August 1st, 1917. The section of the agreement which he had just read meant that the railway was to be ready for operation by February 1st, 1917, and next winter would be ready for operation by August 1st, 1917.

The section of the agreement which he had just read meant that the railway was to be ready for operation by February 1st, 1917, and next winter would be ready for operation by August 1st, 1917. The section of the agreement which he had just read meant that the railway was to be ready for operation by February 1st, 1917, and next winter would be ready for operation by August 1st, 1917.

The section of the agreement which he had just read meant that the railway was to be ready for operation by February 1st, 1917, and next winter would be ready for operation by August 1st, 1917. The section of the agreement which he had just read meant that the railway was to be ready for operation by February 1st, 1917, and next winter would be ready for operation by August 1st, 1917.

The section of the agreement which he had just read meant that the railway was to be ready for operation by February 1st, 1917, and next winter would be ready for operation by August 1st, 1917. The section of the agreement which he had just read meant that the railway was to be ready for operation by February 1st, 1917, and next winter would be ready for operation by August 1st, 1917.

The section of the agreement which he had just read meant that the railway was to be ready for operation by February 1st, 1917, and next winter would be ready for operation by August 1st, 1917. The section of the agreement which he had just read meant that the railway was to be ready for operation by February 1st, 1917, and next winter would be ready for operation by August 1st, 1917.

The section of the agreement which he had just read meant that the railway was to be ready for operation by February 1st, 1917, and next winter would be ready for operation by August 1st, 1917. The section of the agreement which he had just read meant that the railway was to be ready for operation by February 1st, 1917, and next winter would be ready for operation by August 1st, 1917.

The section of the agreement which he had just read meant that the railway was to be ready for operation by February 1st, 1917, and next winter would be ready for operation by August 1st, 1917. The section of the agreement which he had just read meant that the railway was to be ready for operation by February 1st, 1917, and next winter would be ready for operation by August 1st, 1917.

The section of the agreement which he had just read meant that the railway was to be ready for operation by February 1st, 1917, and next winter would be ready for operation by August 1st, 1917. The section of the agreement which he had just read meant that the railway was to be ready for operation by February 1st, 1917, and next winter would be ready for operation by August 1st, 1917.

The section of the agreement which he had just read meant that the railway was to be ready for operation by February 1st, 1917, and next winter would be ready for operation by August 1st, 1917. The section of the agreement which he had just read meant that the railway was to be ready for operation by February 1st, 1917, and next winter would be ready for operation by August 1st, 1917.

The section of the agreement which he had just read meant that the railway was to be ready for operation by February 1st, 1917, and next winter would be ready for operation by August 1st, 1917. The section of the agreement which he had just read meant that the railway was to be ready for operation by February 1st, 1917, and next winter would be ready for operation by August 1st, 1917.

The section of the agreement which he had just read meant that the railway was to be ready for operation by February 1st, 1917, and next winter would be ready for operation by August 1st, 1917. The section of the agreement which he had just read meant that the railway was to be ready for operation by February 1st, 1917, and next winter would be ready for operation by August 1st, 1917.

The section of the agreement which he had just read meant that the railway was to be ready for operation by February 1st, 1917, and next winter would be ready for operation by August 1st, 1917. The section of the agreement which he had just read meant that the railway was to be ready for operation by February 1st, 1917, and next winter would be ready for operation by August 1st, 1917.

The section of the agreement which he had just read meant that the railway was to be ready for operation by February 1st, 1917, and next winter would be ready for operation by August 1st, 1917. The section of the agreement which he had just read meant that the railway was to be ready for operation by February 1st, 1917, and next winter would be ready for operation by August 1st, 1917.

The section of the agreement which he had just read meant that the railway was to be ready for operation by February 1st, 1917, and next winter would be ready for operation by August 1st, 1917. The section of the agreement which he had just read meant that the railway was to be ready for operation by February 1st, 1917, and next winter would be ready for operation by August 1st, 1917.

The section of the agreement which he had just read meant that the railway was to be ready for operation by February 1st, 1917, and next winter would be ready for operation by August 1st, 1917. The section of the agreement which he had just read meant that the railway was to be ready for operation by February 1st, 1917, and next winter would be ready for operation by August 1st, 1917.

The section of the agreement which he had just read meant that the railway was to be ready for operation by February 1st, 1917, and next winter would be ready for operation by August 1st, 1917. The section of the agreement which he had just read meant that the railway was to be ready for operation by February 1st, 1917, and next winter would be ready for operation by August 1st, 1917.

The section of the agreement which he had just read meant that the railway was to be ready for operation by February 1st, 1917, and next winter would be ready for operation by August 1st, 1917. The section of the agreement which he had just read meant that the railway was to be ready for operation by February 1st, 1917, and next winter would be ready for operation by August 1st, 1917.

The section of the agreement which he had just read meant that the railway was to be ready for operation by February 1st, 1917, and next winter would be ready for operation by August 1st, 1917. The section of the agreement which he had just read meant that the railway was to be ready for operation by February 1st, 1917, and next winter would be ready for operation by August 1st, 1917.

The section of the agreement which he had just read meant that the railway was to be ready for operation by February 1st, 1917, and next winter would be ready for operation by August 1st, 1917. The section of the agreement which he had just read meant that the railway was to be ready for operation by February 1st, 1917, and next winter would be ready for operation by August 1st, 1917.

The section of the agreement which he had just read meant that the railway was to be ready for operation by February 1st, 1917, and next winter would be ready for operation by August 1st, 1917. The section of the agreement which he had just read meant that the railway was to be ready for operation by February 1st, 1917, and next winter would be ready for operation by August 1st, 1917.

The section of the agreement which he had just read meant that the railway was to be ready for operation by February 1st, 1917, and next winter would be ready for operation by August 1st, 1917. The section of the agreement which he had just read meant that the railway was to be ready for operation by February 1st, 1917, and next winter would be ready for operation by August 1st, 1917.

The section of the agreement which he had just read meant that the railway was to be ready for operation by February 1st, 1917, and next winter would be ready for operation by August 1st, 1917. The section of the agreement which he had just read meant that the railway was to be ready for operation by February 1st, 1917, and next winter would be ready for operation by August 1st, 1917.

The section of the agreement which he had just read meant that the railway was to be ready for operation by February 1st, 1917, and next winter would be ready for operation by August 1st, 1917. The section of the agreement which he had just read meant that the railway was to be ready for operation by February 1st, 1917, and next winter would be ready for operation by August 1st, 1917.

control its routing. This is primarily in the hands of the shipper or consignee who naturally desire their freight to move by the route giving the best freight and most efficient service, freight rates being equal.

The aim of any Atlantic port should be to handle the greatest freight tonnage for the least money in the shortest time. The port that can offer these advantages to shippers, shipping companies and railways will get the business, irrespective of grades and curves on railways centering there.

The problem before the city of St. John is, therefore, not grades, curves and distances on the Valley Railway, but to increase and modernize their shipping facilities, to endeavor to secure access to and the benefit of these facilities for all railways running in there and to abolish any local charges that add to the expense of handling freight.

The routing of the Valley Railway down the west side of the St. John river to St. John will help in accomplishing these aims. It will permit the Intercolonial Railway to have access to the docks at West St. John, provide additional bridge accommodation for the St. John river at St. John and abolish the toll charges (fifty cents) per ton in effect over the present railway bridge.

The ideal development of railway communication between Westfield and St. John, which would greatly facilitate the movement of traffic for the C. P. R. and the government railways would be the construction of a second track which would have better grades eastward to be used for all westward business, which would be equivalent to a double track for both railways.

The "Vancouver" Branch. In connection with the Canadian government railways scheme of development an important feature is a proposed extension from a point on the Valley railway between Fredericton and Centerville to a point on the Maine border. This extension has been referred to in correspondence from Mr. Gutelius to the minister of railways at Ottawa and it is believed that this will have an important bearing on the future not only of the Intercolonial Railway but of the Valley railway as well. For the Intercolonial railway it will form a part of their main line connection with the New England states, giving them the means of carrying at favorable freight rates the forest product of central and northern New Brunswick to the markets of eastern states. It will increase the traffic over St. John & Quebec railway, particularly that portion running from the city of St. John to a point on the Maine border, between Fredericton and Centerville where a diversion is made and in some measure at least increase the traffic over other portions of the road.

The construction and operation of this proposed extension is not included in the present agreement. That it is not by mutual consent on the part of the two governments.

It is deemed to be most expedient for our efforts at present to be directed to the completion of the railway to the port of St. John providing for the transcontinental traffic for that port to be ocean-borne to the markets of the United States.

Having this in mind the agreement calls for the section of railway from Gagetown to St. John to be completed for safe operation by the first day of February, 1917, and to be finally completed in August, 1917.

In the meantime extension to the Maine border is deferred until more favorable financial conditions when it will be built under an arrangement to be entered into by the federal and provincial governments, an arrangement which, it is said, will not be a detriment to the province but will be not only in the interest of the province but at the same time have regard to the interests of the Canadian government railway system with which the prosperity of the people of the country is so intimately connected.

The construction of this piece of road together with increased facilities at the port of St. John, including an entrance to both east and west sides of the river, and improved passenger accommodation will at its consummation, prove the care and