

LEGISLATURE UNANIMOUS TO GUARANTEE BONDS OF ST. JOHN VALLEY RAILROAD

Opposition Leader Proposed Some Amendments, Which Were Not Accepted, and Then They Endorsed Premier Pugsley's Proposal to Secure the Much-Needed Road—Budget Debate Continued—Other Business of the House.

Fredericton, March 23.—The house met at 11 a. m. Hon. Mr. Pugsley said in moving the adoption of the St. John Valley Railway resolution: I think it will not be wasting the time of the house if I were to refer again to the negotiations which have taken place with Messrs. McKenzie & Mann over the risk of the facts that have already been made public. I do so because I consider it most desirable that the people of this province should know exactly how the matter stands. I have had frequent opportunities of meeting with McKenzie & Mann and have had many business transactions with them and have also had frequent conversations with them as to the desirability of constructing a line of railway along the St. John Valley. I have also discussed the matter with Mr. Spencer and Mr. Mann, the vice-president of the C. N. R. In order to better understand the matter, I may say that Mr. McKenzie is the president of the C. N. R. They are the company constructing the line which I hope will ultimately form another transcontinental line. Although Messrs. McKenzie & Mann are building the railway they are doing it under the name of C. N. R. In fact they are the company. They are grilling the whole of the Northwest Territory with their various lines of railway, the total length of which at the present time exceeds 3,000 miles. As the C. N. R. had now reached Fredericton I thought it would be a good thing if we could have a company to make a line of railway in the valley which would connect with that railway. I thought it well to offer them assistance by way of guarantee of bonds to aid in the construction of the line. I am looking round for the means of getting this railway built and having regard to conversations I have had with McKenzie & Mann, I wrote them and laid the matter before them and asked them if they would be disposed to go into it and construct such a line as I have referred to, and on the 18th of March I wired them confidentially asking for a reply to the question. I received the reply from them stating that they would look into the matter and let me know on the 20th of March, after some delay, I received a wire suggesting that this government should guarantee bonds to the extent of \$15,000 a mile and they would send their engineer to survey the locality and if practicable, and matters could be arranged, they would construct the line. I replied to that wire by saying that I had no objection to their surveying the line, but that I had no chance of doing so until the Transcontinental route was definitely decided.

Perhaps the honorable gentlemen opposite would like to suggest that the matter should lie over till next year till the elections are over, but why delay the matter? What is the object of putting the question off for a year? For myself I felt that there should be no delay and that the matter be at once taken up in the manner I have desired. I have been surprised and delighted with the more than universal approval the project has met with throughout the province. I had expected to find the hon. gentlemen representing constituencies on the river opposite of the railway, but it was a matter of surprise and delight to me to find the gentlemen who were not interested in the railway were prepared nevertheless to support the government proposition to guarantee the bonds to the extent of \$15,000 a mile. The proposition required careful consideration and it requires also an abiding faith in the future of the province on the part of the hon. gentlemen, and it was, I say, a matter of great delight to me to find that they were so unanimous in desiring to help other sections of the province. I recognize that under the terms of the resolution and under the bill which will follow it, the line will far more than pay the interest on the bonds and the province will not be called on to find any money going. There will be no more subsidies. More than one company has been formed to carry out this idea. I now propose, but they have always failed. We provide this proposed company with what will be equal to the cash payment of \$21,400 a mile. This is a liberal aid and the assistance is so large that it will secure the early construction of the line. Hon. gentlemen opposite say why is it so large? The laying down of the line and the complete equipment of it with first class rolling stock will cost at least \$30,000 a mile. The Transcontinental line is estimated to cost \$44,000 a mile, and

part of the transcontinental system. Another point to which I would like to call attention is the failure of the government to extend the line between Woodstock and Quebec. There should be an understanding or a bond that this section would be built before the government guarantees will become effective. Another point which I would call attention to is the fact that the resolution provides only for a railway east of the river, but the St. John. Its location is not described sufficiently, and it would be possible to greatly interfere with its usefulness by constructing it too far from the western bank of the river. It is possible that at some distance from the river, say three or four miles, construction would be easier than on the river bank, but the people living on the eastern side of the river would be about as badly off as they are now if such a course were adopted. I would therefore suggest that a clause should be added to prevent the location of the line at a greater distance than one and a half miles from the river, but unless engineering difficulties arose that could not be surmounted.

Hon. Mr. Pugsley.—There are no engineering difficulties that cannot be surmounted, if there is plenty of money. Mr. Hazen—I regret that the government can give no assurance that it will not be put in force immediately. I am quite satisfied that as a purely local road the railway would not pay, and I have every confidence that as a part of the transcontinental system it would be highly beneficial to the province and would not cost the people anything at all. Mr. Pugsley—I do not suppose that my honorable friend wishes to delay the construction of the railway by the valley route, but if he proposes he has made the matter more difficult. I feel quite sure that this effect. From Centreville, in Carleton county, there are two routes to Quebec, one of those passes across Maine and the other through the province of New Brunswick and Quebec. From a purely commercial standpoint, there is no doubt that the route through Maine stands at present it would not be possible to insist upon specifying which of these routes should be adopted. I would like to delay the construction of the road a better course could not be adopted than by placing such a clause in the bill. I would not consent to an amendment which would place the C. N. R. to pledge itself for the construction of the railway, that is all we want. So far as the route is concerned, I do not think it will give the trade of the province. The route is already described as following the valley of the St. John, and as it is to be built by the government, I do not see that any point is gained by fixing the limit of one and a half miles from the western river bank, which I feel quite sure from what has already been said, that the project is heartily endorsed by not only the members of the house but by the public generally throughout the whole province. The house took recess.

After recess Hon. Mr. Pugsley said: My honorable friend contends that the line should not be built because it is not a straight course. To do otherwise would be objectionable from an engineering standpoint. The line is to be built through the valley of the St. John and by this phrase it is well known what is meant. I am sure that the good judgment of the members will be that the amendment should not be carried. Having once made up our minds that it is desirable to construct this line, let us carry it out and not put obstacles in the way.

J. K. Flemming. Mr. Flemming: I do not rise with the expectation of adding anything new to what has been said, but I feel that I have a right to say a few words on the subject. As I said in my remarks on the budget that if it was well safeguarded and not too much assistance asked, it would be desirable to build the line. I would like to see it in our power to promote the construction of the line. The question affects not only the St. John valley but every other section of the province. If we have a line that will hasten the bringing down of another great transcontinental railway through the province to the Atlantic seaboard, the increase that it will give to the trade of New Brunswick will be felt throughout the province. I can think of nothing equal to it which will so aid the development of the province. If it should happen that a transcontinental railway should cross the county of Carleton in the vicinity of Woodstock, it would be a great benefit to the province. I have been asking for years, and so I will give my hearty support to the project.

Mr. Hazen: What my honorable friend has said makes it to my mind more than ever necessary that there be some sort of a clause on the lines of the amendment should be adopted. After the road comes to a straight line to Harnstead, it would be so far out of the settled districts as to be practically useless to the places it is intended to serve, and just for that reason I moved the amendment.

Hon. Mr. Pugsley: If my honorable friend knows anything about the neighborhood he will know that the land slopes for some little distance back down to the river. I think my honorable friend seriously contends that the railway should be obliged to be built winding round the bank of the river? It would be extremely costly. The government will see that it shall not diverge further from the river than is absolutely necessary from an engineering standpoint.

The amendment was then put to the house and lost. After some further remarks by the Hon. Mr. Pugsley, the original motion was put to the house and carried unanimously.

Mr. Hartt Resumes. Mr. Hartt.—When the debate adjourned last night I was considering the subject of the education of the province. I would like to refer to the consolidated schools and the policy which seems to exist in the minds of the members of the government as to what should be done to carry out these schools in the country. In these schools it is quite natural to suppose that better provision can be made for education than in the ordinary school. A good deal has been said about importing horses and sheep and in this respect the government has been very liberal. The minister of agriculture probably knows the farmers' requirements better than I do, and if he thinks it is necessary to import horses to introduce fresh blood I would be inclined to agree with him. Much the same remarks may be applied to sheep raising which I think should certainly be encouraged.

Mr. Carpenter.—I have listened very attentively to the honorable member for Charlotte and I agree with him in his remarks on the question of education. It is a subject of very great importance and

I am glad to see that he has taken cognizance of what the government proposed. I agree with him that the cost of school books should be reduced. A good deal of criticism has been made about the highway act. I don't think it bears out all harshly on the poor man because he does not now pay the amount of taxes that he used to do. The member for Charlotte says the government were spending more than they ought to bolster up this road act. I have been looking into the accounts. In this connection I have come to the conclusion that no more money was spent last year than was previously the case. A good deal has been said too as to the cost of Queens county and the railway. I believe we have a great asset in these things. The railway is earning more than its expenses at the present time and at its present rate of progress it will be able to do so in three or four years. I do not share the gloomy views as to the future of this province that seem to be held by some of the honorable members opposite.

Robert Maxwell. Mr. Maxwell—I must first congratulate the hon. member from Queens county. I have just delivered. I must congratulate the house, too, upon the amiable tone of this debate so far. It is very gratifying to me to see some criticism of the administration of the public affairs of the province. The premier has passed over the enormous increase of public debt and the enormous balance against the province in his banks. The condition of the provincial finances is serious. Comparatively speaking the provincial revenues are small and we have an overdraft of more than \$1,000,000 upon which interest must be paid at five per cent.

Hon. Mr. Pugsley.—It is not an overdraft. Mr. Maxwell.—The interest on that amount alone is \$54,633.38 per year. If it is possible, as has been stated, to float 4 per cent securities at par then we ought to do so.

I would call attention to the provincial hospital expenditure of \$7,000; the estimate for the hospital last year was \$61,000. On Sept. 1st the overdraft or balance due the banks for the hospital amounted to \$83,000. Apparently it may be necessary to bond the interest account.

In regard to the readjustment of the provincial subsidies I believe that New Brunswick pays \$146,000 more to the C. N. R. than it receives. I think it may well be asked why when the increased subsidy allowance was being urged by members of the government, the dominion ministry of representation in the amendment to the B. N. A. Act. It is remarkable, too, that the many uses which members of the government have made of this \$130,000, the premier said \$20,000 would go for increased salaries for teachers. The hon. member from Westmorland has taken the whole of \$130,000 and he claimed to speak with the consent of the premier and government to wipe out the debt. The hon. Mr. Pugsley—Mr. Robinson made me utterly absurd. You must take a no such statement. He did not say that the dominion would be asked to guarantee provincial bonds.

Mr. Maxwell.—Much has been said of the crown lands of the province. I believe those lands should be thrown open. There should be no great tracts should be held up for all time. Now about the Coal & Railway the government has broken faith with the people and with its own supporters. In 1903 the premier announced the policy that if the royalty on the coal mined was equal to the amount of the subsidy granted to any mining company it was right and proper to make such grants. That policy has been violated on many occasions. In 1906 we had \$16,200 paid to the Beersville mines. If this amount was taken from the overdraft it meant that interest was paid on it at five per cent, a sum of \$810. The Imperial Coal Co.'s royalties were \$307, that is the amount the province has paid in nearly so good condition as the Canada Eastern when taken over by the I. C. R. at a valuation of \$6,500 per mile.

Hon. Mr. Pugsley.—If the hon. gentleman will look into the reports he will find that there was more than \$300 additional royalty from the mines. Mr. Maxwell.—Even so the amount is still less than the interest. Now much public money has been paid into or for the N. B. Coal or Railway. It may be that the I. C. R. will take over the road but certainly not at \$20,000 a mile. No reputable company would take the road at a valuation more than \$4,000 a mile. Why the road would practically have to be rebuilt. Its grades should be altered and in some stretches of three miles there is a grade of 11.67 per cent for eighty feet. The government has squandered money on the road. It has deceived the public. The commissioners permitted the contractors to put in an old I. C. R. bridge at Station 204, last year for bringing out this company's coal. For this there can be no justification.

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The house went into committee to consider the bill in further amendment of the towns incorporation act which was agreed to and read a third time. Mr. Hill gave notice of motion with reference to the principle of equality in the rate of assessment imposed upon real and personal property and income. The house adjourned at 6 o'clock. The corporations committee at their meeting this morning had under consideration the bill to incorporate the Fidelity Railway and after some discussion progress was reported. They next considered a bill to incorporate the Church Avenue United Baptist church in Sussex. The Rev. Mr. Ganong explained that this was a bill promoted by the congregation of the Church Avenue Baptist church for the education of their union with the Main street United Baptist church and for the establishment, as the same were immediately prior to the union, of the said churches under the authority of 6 Ed. VII, Cap. 77. After some discussion between the attorney general and the Hon. C. N. Skinner, who appeared in opposition to the bill, it was decided to leave the matter to arbitration. Subsequently the arbitrators attended before the committee and presented their finding, and if he thinks it is necessary to import horses to introduce fresh blood I would be inclined to agree with him. Much the same remarks may be applied to sheep raising which I think should certainly be encouraged.

HON. MR. EMMERSON DENIES THE STORY

Minister of Railways Says Any Newspaper Reprinting Gleaner's Charges Will Be Held Accountable.

Ottawa, March 22.—(Special)—Hon. Mr. Emmerson's attention was directed today to certain allegations printed by the Fredericton Gleaner and copied by the Halifax Herald and Toronto World. He said the statements were unqualifiedly untrue and that any paper repeating them would be held accountable. It is believed here he will institute legal proceedings. Toronto, March 22.—(Special)—The World this morning says: "The Hon. H. R. Emmerson, minister of railways, denies the charge made by the Fredericton Gleaner owned by the Gleaner Company, Limited, which George W. Fowler, M. P., is president."

SMALLPOX OUTBREAK IN KENT COUNTY

Moncton, March 22.—Another outbreak of smallpox is reported in Kent county. This time the disease had made its appearance at Bellevue Settlement, parish of St. Paul. Dr. Tozer, chairman of the Kent County Board of Health, has caused small and large varioloid cases to be isolated and quarantined the whole district. Three persons—Bellevue, Collett and Cormier are infected with the disease, which is reported moderately bad.

SAID TO BE IN ST. JOHN

Thomas James Orr has been missing from his home at Reserve Mines, Cape Breton, since August or September last. It was supposed he came to St. John, this being his native town, though he had later been residing at Reserve Mines. He is about 57 years old, 5 feet 5 inches tall, a little stooped and slightly round shouldered. He was known as "Jim." His wife, Mrs. James Orr, Reserve Mines, N. S., would be glad to hear any news of him.

Accident on the N. B. Southern Railway Friday.

A shore line special comprising an engine and van, which left here Friday morning for LePauvre to bring up a lumber train, met with an accident near Musquash bridge. Spreading near it is said caused the engine to leave the track and turn over on its side. Engineer Moore, who was at the throttle, had on of his hands injured. Fireman Hanson escaped by jumping.

Albert County S. of T. Celebration.

Hopewell Hill, March 27.—The 57th anniversary of the organization of Golden Rule Division, No. 51, Sons of Temperance, one of the oldest temperance societies in the province, was celebrated in grand style by the members and others in the S. of T. hall here last evening. Besides the members of the order there were present in large numbers the members of Shute's crew of the fishing schooner Precursor, which arrived here today with a fare of Halibut, and the crew of the fishing schooner Precursor, which arrived here today with a fare of Halibut, and the crew of the fishing schooner Precursor, which arrived here today with a fare of Halibut.

TWO MARITIME PROVINCE MEN DROWNED AT SEA

Gloucester, Mass., March 31.—Two dormen of the crew of the fishing schooner Precursor, which arrived here today with a fare of Halibut, and the crew of the fishing schooner Precursor, which arrived here today with a fare of Halibut, and the crew of the fishing schooner Precursor, which arrived here today with a fare of Halibut.

Sussex Camp Arrangements.


Ottawa, March 30.—The Maritime Province camp at Sussex will be held June 25 to July 6. The 12th infantry brigade will go into camp with Lieutenant H. M. J. evening, 7.30 p. m. The following units will constitute the brigade: 8th Hussars, 4th Brigade; C. P. A. 10th Battery; 1st Field Company; 2nd Detachment; H. Company; R. C. Co.; No. 8 section; 1st Cavalry; 1st Dragoon; C. A. S. C. No. 11; Field Ambulance 6th; 1st, 2nd and 3rd companies of the D. O. C. District No. 8, will be camp commandant. Lieut. Col. D. M. Viner is to be the officer commanding No. 2. The senior army service corps officer of district 8 will have charge of the medical organization and the principal veterinary officer of the maritime provinces will organize the horse medical provisions. Captain I. R. Forbes will be paymaster. Captain S. B. Anderson, 74th regiment will be musketry instructor. Assistant musketry instructor will be Lieut. F. A. Good of the 6th regiment. The intelligence and signalling officers will be those of the district No. 8 and the maritime provinces respectively.

Apohaqui Methodist Church Re-opening April 7.

Apohaqui, N. B., March 27.—The Apohaqui Methodist church, which has been extensively renovated during the winter, will be reopened on April 7, 1907. There will be three services—morning at 10.30 a. m., afternoon at 2 p. m., evening, 7.30 p. m. Sacrament of the Lord's Supper at the afternoon service.

Rev. Thomas Marshall, Chairman of the St. John District.

Rev. Thomas Marshall, chairman of the St. John District, will be in charge of the service. He is of Sussex; Rev. Frank Baird, B. A., of Sussex, assisted by the pastor, Rev. W. H. Spargo, will preach at the different services. A cordial invitation is tendered all. Special singing by the choir at all services.



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