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THE CAMPBELLTON GRAPHIC

VALLEY RAILWAY BILL NOT SAFE

Interests of Province Not
Properly Safeguarded
Says Mr. Byrne.

C. P. R. SCHEME

FREDERICTON, March 19.—Today the New Brunswick Legislature is faced with one of the most important and, under the plans of Premier Haugen, one of the most dangerous pieces of legislation with which the province has ever had to deal. This is the St. John Valley Railway measure.

This bill, once passed in its present form, will place on the province a liability of at least \$5,000,000. As Mr. Byrne of Gloucester pointed out, should the province ever be called upon to meet this liability direct taxation will be imperative.

Properly safeguarded, the Valley Railway proposition might be expected to meet with fairly general favor in all parts of the province. The Haugen bill does not properly safeguard the interests of the province.

It is a tremendous thing in a small province, this liability of \$5,000,000. The fact that the responsibility for \$5,000,000 is to be assumed is something which takes the question far and away above politics.

Mr. Haugen's scheme endangers the very future of the province. It means that half the revenue will be demanded to meet the interest charges on the bonded debt.

The Haugen bill is legislation of the most dangerous kind. Driven through the House by a majority of 'stand pat' followers of the government, the bill may plunge the country to the construction of an electric road down the valley of the Saint John with no through connections, able to carry nothing but local traffic, a scheme playing right into the hands of the Canadian Pacific Railway, which indeed, it is rumored, is the company which is really behind the bill.

Hon. Mr. Robinson, the leader of the Opposition, in discussing the bill, said that he believed that if the road were constructed up to the standard of the Transcontinental and connected with the latter railway at Grand Falls, thus being part of an ocean to ocean system between St. John and Prince Rupert, if it were operated by the Dominion government as a part of the Intercolonial Railway on a rental of forty per cent of the gross earnings, it would be a competing line with the Canadian Pacific down the valley, then he believed that the province would be justified in going ahead with the scheme. But he was unalterably opposed to a cheap railroad, an electric railroad, a non-competing railroad, a railroad with no through connections, a railroad constructed by unknown capitalists. The construction of such a road under a bond guarantee of \$5,000,000 per mile would be a menace to the future of the province, so grave that it is not to be undertaken without the complete approval of the province.

The Haugen bill which, it is feared, has been drafted to meet the wishes of the Canadian Pacific Railway, proposes that the province should guarantee the construction of a road down the valley of the Saint John with no through connections, able to carry nothing but local traffic, a scheme playing right into the hands of the Canadian Pacific Railway, which indeed, it is rumored, is the company which is really behind the bill.

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THE CLOTHIER.**

A BEAVER STORY AT ST. JOHN

Campbellton Man Says
Many Beaver are Killed
Despite Law.

WEARING BEAVER COATS

The St. John Telegraph says:—Campbellton would seem to be a town of beaver-haters or of singular disregard for the game regulations. A citizen of the town who is prominent and responsible there told the Telegraph yesterday of a situation with regard to the capture of beaver, something absolutely prohibited by Dominion law, which is glaringly in contradiction with the regulations.

There are, he said, at least four men in Campbellton who walk about the streets every day in handsome and very valuable beaver skin coats which they have acquired this winter. They apparently have not the slightest fear of molestation, palpably as they have the goods on them.

This is a strange situation in view of the fact that the trapping of beaver is absolutely illegal and has been since a time several years ago when the Dominion government took steps toward preventing the then rapid extermination of the gameable animal which are the original of Canada's national emblem. These skins must, of course, be procured from trappers, and they can probably be had just as readily from white trappers as from Indians, much as the latter are reviled in this connection.

It will not be hard to take beaver until the close of 1910. In New Brunswick their numbers have not grown so greatly that there is probability of the close period then coming to a permanent end.

While it is true, for Intercolonial railway operation of the proposed line, but such conditions have been placed about the scheme for Intercolonial operation as to render it practically impossible for the Dominion authorities to consent to take over the road. It is not to be built to take beaver until the close of 1910. In New Brunswick their numbers have not grown so greatly that there is probability of the close period then coming to a permanent end.

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WHY DR. SORMANY MADE HASTY EXIT

Lady Not Assigned to Him
at Capital Reception—
Leaves With Wife.

AFFAIR CREATES FLUTTER

FREDERICTON, Mar. 21.—Somewhat of a flurry of excitement has been caused in social circles by an incident which occurred in connection with the double-wedding given by Lieu Governor Tweedie last week. The trouble arose over a question of precedence, a matter which has caused trouble of a similar nature at other capital cities in the past.

As is often the case with double dinners, there were not as many ladies as gentlemen in attendance for dinner, and in assisting the ladies to gentlemen who would escort them to dinner, no lady was assigned to Dr. Sormany, the member for Gloucester.

Mrs. Sormany was to have been escorted to dinner by Mr. H. V. B. Bridges, Principal of the Normal School. Dr. Sormany took grounds that as a member of the Legislature he took precedence over the public officials present and that a lady should have been assigned to him, and for that reason, he left the Queen Hotel, accompanied by Mrs. Sormany, without being presented to the Lieutenant Governor and Mrs. Tweedie or attending the dinner.

While no official statement can be obtained, it is understood that as a result of the incident the member for Gloucester has had his name struck off the government house invitation list—Globe.

The bill, as framed, was accepted with very little modification in so far as the company was concerned. But important modifications were made at the request of the Honorable Mr. Macell and Mr. Trueman regarding the navigation of the Restigouche River and the protection of the rights of Riparian owners, fishermen and the public generally.

The chief amendment provided that the main channel of the Restigouche River must remain open to navigation; that the company must indemnify the property owners as well as the owners of fishing stands for all damages incurred within the bounding limits. Outside of the bounding limits, common law rights are not interfered with, and, finally, if an amicable settlement is not arrived at between the company and the owners of fishing stands, the latter, on producing an affidavit setting forth the nature of their claims, will have said claims investigated by the Industrial Commission by competent tribunal, setting within the district interested.

The finding of that tribunal is to be final. The company obtain power of appropriation under the Railway Act, but if they proceed to expropriate any property or fishing rights, they must give security with the officers of the court to pay any damages which they may be condemned to pay.

These are substantially the chief amendments, which, no doubt, will be considered by the Private Bills Committee when it meets again.

Mr. Macell, in his address, made it clear that he was taking the great importance of timber industry, and while willing and anxious to assist it by all means in his power, he also takes into consideration the rights of the company, and in the future, if the company is to be successful, it must give security with the officers of the court to pay any damages which they may be condemned to pay.

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RIPARIAN OWNERS WELL PROTECTED

Restigouche Boom Co's Bill
up For Consideration.

BILL REFERRED

(Special to the Graphic)
OTTAWA, Mar. 19.—The Restigouche Log Driving and Boom Company's Bill, introduced by Mr. Jas. Reid, M. P., was taken into consideration on Thursday by the Private Bills Committee.

A large number of citations from Campbellton and Dalhousie were present, including Messrs. Stott, Napier, Hillard, Trueman, Richards, and Messrs. Macell, and Tweedie of Montreal.

Messrs. Carvell, M. P. and Reid, M. P. were also in attendance, as well as the Speaker of the House of Commons, the Honorable Charles Macell. Mr. Carvell explained the bill on behalf of the promoters and Messrs. Macell and Trueman presented the objections on behalf of the fishermen and others interested in the navigation of the Restigouche River.

The committee then decided to refer the bill to a sub-committee composed of Messrs. Tobin, Smith, Tarte, Schiller, Sharp, Fowler. This sub-committee elected Mr. Tobin, M. P., as its chairman, and on Thursday night sent Friday morning, and finally agreed on the bill, which was reported to the Private Bills Committee and will be taken again probably on Tuesday, after which it will be reported to the House.

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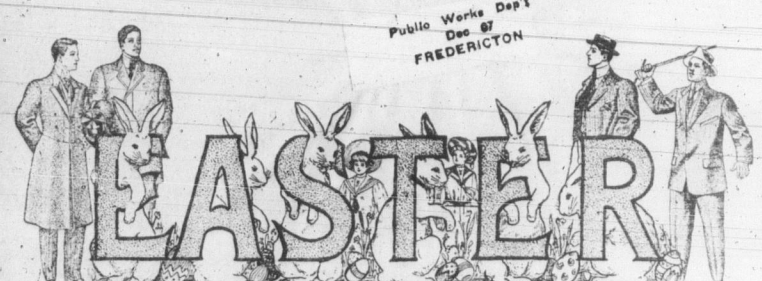
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W. L. McRAE, OAK HALL.



The advent of Easter, the return of Spring and the time to shed your Winter Raiment.
Most men and boys in the Easter parade will be well dressed, and the best dressed men and boys will be our patrons.

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