## VOL. III NO 56

SAINT JOHN, CANADA,

## VALLEY RALLWAY WORK TO BE STARTED IMMEDAATELY DOMINION GIVES SUESIDY

Hon. J. K. Flemming Announces Contract is Ready for Signature Between Provincial Government and Responsible Company, Willing to Undertake Construction of Road as Soon as Federal Subsidy is Assured.
A Plain Letter from Acting Premier to Pugsley Puts Proposition Straight up to Dominion Government--If New Brunswick Does not get Much Needed Railway Pugsley and his Colleagues will Alone be Responsible.
THE VALLEY RAILWAY
A contract between the Provincial Government and
$\begin{aligned} & \text { the } \text { struction of the St. John Valley Railway is ready for }\end{aligned}$
$\begin{aligned} & \text { struction of } \\ & \text { signature. }\end{aligned}$
$\begin{aligned} & \text { The railway will be a first-class road running } \\ & \text { from the city of St. John to the International boundary }\end{aligned}$
$\begin{aligned} & \text { from the city of St. John to the International boundary } \\ & \text { in the parish of Andover, thence across the State of }\end{aligned}$
$\begin{aligned} & \text { in the parish of Andover, thence across the State of } \\ & \text { Maine and extending through Quebec province to the }\end{aligned}$
city of Quebec.
$\begin{aligned} & \text { The railway will give the valley counties direct } \\ & \text { connection wwht all the trunk systems in Canada, and }\end{aligned}$
$\begin{aligned} & \text { connection with all the trunk systems in Canada, and } \\ & \text { will give additional facilities for the winter port trade } \\ & \text { of the city of } S \text {. }\end{aligned}$
$\begin{aligned} & \text { of the city of St. John. Quebec to St. John by this route } \\ & \text { The distance from Qier } \\ & \text { will be } 100 \text { miles shorter than via the Transcontinental }\end{aligned}$
$\begin{aligned} & \text { will be } 100 \text { miles shorter than via the Transcontinental } \\ & \text { to Grand Falls, and down the St. John Valley, and nearly }\end{aligned}$
$\begin{aligned} & \text { to Grand Falls, and down the St. John } \\ & 300 \text { shorter than via the I. C. R. }\end{aligned}$
$\begin{aligned} & 300 \text { shorter than via the I. C. R. } \\ & \text { The contract calls for the completion of the road } \\ & \text { from the International boundary to Woodstock by luly }\end{aligned}$
$\begin{aligned} & \text { from the International boundary to Woodstook by July } \\ & \text { 1, 1912; to Fredericton by July 1,1913, and to St. John }\end{aligned}$
by July 1, 1914. The road will be operated by steam
power.
$\begin{aligned} & \text { The St. John \& Quebec Railway Company have } \\ & \text { made financial arrangements satisfactory to the Pro- } \\ & \text { vincial }\end{aligned}$
vincial Government. The contract will be signed and
$\begin{aligned} & \text { construction work started in New Brunswick and } \\ & \text { through the State of Maine immediately the Hon. Wil- }\end{aligned}$
$\begin{aligned} & \text { liam Pugsley gives an assurance that the usual Federal } \\ & \text { subsidy of } \$ 6,400 \text { a mile will be available. }\end{aligned}$ The decision whether or not the people in the St. John
alley counties shall have a railway now rests with the Dominion Government. A contract for the construction of a first class road from St. John to the International boundary in the parish of. Andover, extending thence across the state o
Maine to the city of Quebec is ready for the signatures of representatives of the Provincial Government and the Quebee
St. John Railway Company. The contract will be signed $\& ~ S t$. John Railway Company. The contract will be signed
and construction work started both in New Brunswick and the State of Maine as soon as assurances are received from $\$ 6,400$ a mile will be granted.
Plans and specifications have been prepared and agreen
to by the Provincial Government. The financial backing which the company have secured has heen invest backing ound to be satisfactory. As the result of the negotiations the Hazen Government are in a position today to place a derinite proposition betore the people, not only giving a line
of railway but through communication between the city of St John and Quebec by a route 100 miles shorter than via Ghorter than and the B and affording direct commuin ication with all the trunk line systems in Canada.
The importance of the project to this section of the pro-
vince may be gathered from the fact that the following cities,
towns and villages lie on the route of the proposed Valley
Railway: Centreville, Lakeville and Woodstock in Carleton Co.; Meductic and Frederictonin York Co.; Oromocto in Sun bury Co.; Upper Gagetown, and Gagetown in Queens Co. Kingston and Rothesay in Kings Co.; Renforth, Torryburn
Brookville and St. John in St. John Count, brookvile and St. John in St. John County.
Hon. J. K. Flemming in the following

Hon. J. K. Fiemming in the following letter to Mr. Pugs-
places the situation plainly before the Minister of Publi Works, and asks on behalf of the Provincial Government fo assurances that the Dominion subsidy will be granted. I
previous correspondence Mr. Pugsley raised objections amending the Act providing for a subsidy to Grand Falls, o ming in reviewing the situation points out that Mr. Gould president of the St. John \& Quebec Railway Company, has
supplied Mr. Pugsley with all the information he asked for including the fact that the road will be operated by steam and Mr. Flemming also points out that the standard of con struction demanded by the Dominion Government for a rail way from St. John to Grand Falls has rendered that plan improposed shorter route and to Mr. Pugsiley's endorsement
of it in the House of Assembly in 190. tions of the contract showing how the interests of the province are saleguarded.


In conclusion Mr. Flemming suggests that if Mr. Pugsley thinks it necessary, a delegation of the Cop ernment or the
officers of the company, or hoth, will consult witb him and dis cuss the matter, befieving that on further consideration Mr:
Pugsley will gladly give the necessary assurance as to the payment of the subsidy and "the hearts of our people in New John Valley Railway actually under construction"".
The text of Mr. Flemming's letter is as follows:Hartland, N. B., May 25, 1911. $\mathrm{Sir},-1$ beg to acknowledge receipt of your favors of
he 18th and 19th inst. re subsidy for the St. John Valley Railway. I am much surprised and regret that you reached the you, favorably recommend the request made by a delegaou, favorabiy recommend the request made by a delega-
ion of the Provincial Government to you, put in writing at your request, and under date of the 28 th ult., asking for
subsidy to the St. John Valley Railway if constructed under Part 3 of the Act of last year.
I am disposed to think that the press of work, which
doubt during the past few weeks has been very has been such that you have been unable to give the application as mature consideration as you otherwise would, and that had you been able to do so your decision would have I note you
Inote you express surprise that instead of giving you
information asked for in your favor of May 4th, I enclosed ou a communication from Mr. Gould, President of the St. ohn \& Quebec Railway Company. I may say that I did this because it was conveying exactly the information you
asked for, and the information was coming direct from the esponsible head of the Railway Company. I I can readily understand that had I stated to you that the company intended to do thus and so, you might very properly have asked me for a statement of the company's intentions over the signature of an officer of the company.
If you refer to your letter of. May
you asked first for information as to the location of the road and if we could submit plans, etc., of the same. You then asked for specific information as to whether the road would asked what arrangements the company had made for con con-
asterity or steam, and in conclusion you structing the proposed line across the State of Maine. In Mr. Gould's letter, which 1 enclosed to you with my
letter of the 16 th inst., he complied with each reouest exletter of the 16th inst., he complied with each request, exoepting that as to plans, and I intimated to you in my letter of we had plans and profile prepared for the entire length
of the road, which whenever you wished we would be glad to take to Ottawa and submit to you for your inspection and Mr sideration.
Mould
Mr. Gould states his intention to build the railway from
t. John through the St. John valley to the International boundary. He dives you the information to the International ments are completed for construction across Maine; that the road will be operated by steam, and will be up to the stand-
ard provided for in Part 3 ofour Act; yet in your favor to me you say that you are "unable to find anything in his sidyin s) l letter which would justify you granting the sub-
sid could "justify" a refusal of the subsidy for this railway. The, greater portion of your letter deals with the pro-
ect of constructing the railway from St. John to Grand ralls on the plan proposed by the Provincial Government
some two years ago. While the Federal Government, some two years ago. While the Federal Government, of


Kaisier's Kingdom Ready to Enter Negotiations for General Arbitration Similar to Great Britain.


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e Leaves for England at United States Supreme Court Once--Has Sir Wilfrid Sent Smashes the Tobacco Trust for Him to Explain the Re- - American Tobacco Co. ciprocity Deal?



Toronto has a Street Murder in which Crime was Committed by Lunatic with Fan



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## LISE III SEIUTIT

Committee Told That Northwestern Farmers are not in Favor of the Proposed Arrangement.




## Washington, D.c., May 29-Another of the big tusts was smanhe today: when the supreme court of the Unit:





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Plan to Organize Branch of International Union Here is
not Regarded by them with Approval.

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 InsThe people of St. John will not have
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THE NEW FERRYBOIT OROWIED FAOM TUGBOTT

| Before the Newport can be Insured She Must be Overhauled aud Examined in Dry Dock. | Member of Tug Hercules Crew Met Watery Grave, near Shag Rocks-Body was not Recovered. |
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