

The St John Valley Road.

The writer of the article which appeared in the Carleton Sentinel of two weeks ago under the above title, and which seemed to disturb the equanimity of the editor of the "Gleaner," had no idea whatever of exciting the animosity of any political party. The writer is not a politician nor does he aspire to such an exalted plane, but if he can say anything that will awaken the people of the St John Valley from their lethargy, especially that section known as the county of York, he considers that he will have accomplished something worth while.

Anyone who has followed the debates of the federal parliament or who is the least conversant with the political issues of the day, knows that the G.T.P. is a transcontinental road and is being constructed as an outlet to the products of the prairie provinces, and as such must be able to compete with other transcontinental lines that seek their outlet by the shortest possible route; also that Nova Scotia, being a part of the Dominion, has its say in the matter, and was practically solid in favor of the central route; also that a direct transcontinental line cannot turn aside to accommodate any particular locality; also that the city of St John has not the facilities for handling the traffic of two great lines, and beside Halifax is entitled to some consideration. Therefore the writer claims that the G.T.P. is properly located as regards Canada as a whole; that the St John Valley should not claim it; and as it has no connection with the St John Valley, that it is not too late to agitate for another line down the Valley.

The people along the St John River from Woodstock to Fredericton are quite familiar with the bluffs that have been put up to them in the shape of railway surveys, digging, blasting, etc., for the last 50 years. It has become chronic, and what had been worn thread-bare by the conservatives has been continued by the liberals. In spite of all this the people of York sleep on—put up with their inconveniences—are content to

drudge along on their run down farms during the summer and consume their products in the winter. Except for the little extra which they haul to market, from 15 to 40 miles distant, to get a few dollars which they immediately put in the savings bank so as to be sure of having their funeral expenses provided for. If they contemplate a journey they will talk about and plan for it months ahead, and if the river is closed over so they cannot get on a raft and float to the "Celestial City," the trip is probably postponed as being too arduous a task to be performed in the cold season when the stage is the only means of communication; then when the warm weather approaches they are too busy preparing their farms to raise enough vegetables to last them through the rigours of another winter.

From Fredericton to St John much the same conditions prevail in the winter. Fredericton does not worry much because she has two outlets by rail, which provide some competition, and the steamers to serve her during the summer months.

North of Woodstock the people are not too badly served, but I venture to say that if such conditions prevailed as through York, the people of this section would rise in arms rather than submit to it, and as it is conditions would be greatly improved by another line, which would provide competition by which more reasonable rates could be procured.

The writer again begs to suggest a monster petition signed by the whole St John Valley, and that such a petition be placed in the hands of Mr F. B. Carvell, M.P., who, I believe, with the support of the people, will carry the project through to a successful conclusion. Let conservatives and liberals for a time forget their animosities, and unite in one grand effort to secure that which will enhance value of the farms from one end of this river to the other; which will start up industries all along the line; which will increase the population by keeping our young people at home; which will enable our manufacturers to compete with

those of Ontario, and thus save to our people the thousands of dollars of which our country is drained every year. AGITATOR.

THE PROVINCE FACES
HEAVY EXPENDITURES

Freshet and Hospital Fire Will Cost Two Hundred Thousand Dollars.

FREDERICTON, Jan. 12.—Chief Commissioner of Public Works Morrissey is here on departmental business arranging for repairs to the public works damaged by the recent freshet as well as the rebuilding of the burned section of the Provincial Hospital. It is expected that the entire work will cost about \$200,000. At the Provincial Hospital about \$100,000 will be expended and an architect will be called upon to make plans immediately. A separate building of brick and stone will be erected for the heating and lighting plant and the laundry. The wing of the main building destroyed will be rebuilt and will be wider than the burned structure. It is proposed to have one large dining hall for the sake of economy and this will be provided for in the new wing. It is also expected that in the engine room new boilers will be installed and on account of the present ones being old it is expected that a saving in fuel will result.

The damage done to bridges in the province by the freshet of last week amounts to another \$100,000, and it is thought that many more bridges carried away have not been reported as yet. Yesterday the chief commissioner received a report that a bridge at Harcourt, Kent County, had been carried away. The only steel bridge carried away by the freshet was that at Kouchibouguac. "In every case where it is possible tenders will be asked for and the work let out on contract," said Mr Morrissey to-day in discussion of the work of repairs to bridges.

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