

HON. WM. PUGSLEY ON VALLEY RAILWAY

(Continued from first page.)
council and, without divulging any secrets of that body, he could assure them that it was not at all an easy project to carry. Such a proposal had never before been made to the federal government.

THE DELEGATION'S REQUEST.
Embodied in the request of the delegation, was a condition that the federal government should pay to the provincial government forty per cent of the gross receipts in order that the interest on the guaranteed bonds might be met. Some of his colleagues in the council pointed out that the Intercolonial Railway had not been a paying proposition to the people of Canada, and the request that forty per cent of the gross earnings of this new addition to the system should be set aside to pay the interest on the bonds met with much objection. He was, however, happy to say that the government was finally persuaded to agree to do as requested and the President of the St. John Valley Railway Company was informed of its decision. At the same time, when writing the President, he spoke of the necessity of making the line first-class in every respect and suitable for the traffic that would naturally come to it from its connection with such a road as the Transcontinental. In laying down this standard he was acting entirely in the interests of the people, and of the province to whom it was all important that the road should be built so as to carry heavy traffic and thus increase its earnings and make it better able to pay the interest demanded by the bonds.

Soon after the receipt of his letter the President of the company came to Ottawa and told him that the provincial government was of the opinion that he had made the standard too high. In reply, he stated to him that he would be glad to confer with the provincial government upon this matter but at the same time, he informed him that he knew of a contractor who would be willing to build the road up to that standard for the subsidy and the guaranteed bonds. The whole matter had been in fact considered very carefully by his colleagues and himself and he was free to confess to them that while he and others thought that there would be a loss probably \$200,000 a year for ten years at the same time the provincial government was absolutely sure of receiving its forty per cent of the gross receipts. At that time he had pointed out that it was one of the vital conditions of the contract that the road should be built from Grand Falls to St. John and not merely from a point in the parish of Andover. He then spoke of his astonishment when he saw the bill introduced by the provincial government and found that the standard or road as set forth in his letter of acceptance was made a part of the second part of the bill, and that bonds would not be guaranteed unless that standard was adhered to the very letter.

Thus, by their statute the provincial government said that no matter what changes the minister of railways might be willing to agree to, they would be so bound by their legislation that their hands would be tied. There was only one natural conclusion for him to come to when he saw how the bill was drawn; and that was that they wanted the road built under part 3 of the Act, which provided for an additional issue of \$10,000 per mile over and above the bonds that were guaranteed.

FOR PATRONAGE?
Was this because they wanted the construction of the road for patronage purposes? He would be sorry indeed to think that this great project should be used for such a purpose, but he was reluctantly forced to this conclusion. Under part 3 there was nothing about government operation and there was absolutely no protection to the province in case the construction company failed to operate. Well, the Act was passed in that way and not long since the Hon. Mr. Fleming wrote him enclosing a draft of the contract proposed to be made with Mr. Gould's company, which called for the construction of the road from a point in the south-

ern part of the parish of Andover to the city of St. John, provided the Dominion Government would give them sufficient assistance to construct the heavy bridges across the St. John and the Kennebecasis, and if this assistance was not forthcoming, then to a station on the C. P. R., either Westfield or Welsford, and not to the City of St. John. In reply to this, Dr. Pugsley said he refused to consider any proposition which did not provide for building a road from Grand Falls to St. John. And he informed Mr. Fleming that he would not depart from the policy laid down with regard to this.

The minister then referred to the public meeting held in Andover about this time to protest against the route laid down in the Gould contract and he paid a high compliment to Senator Baird and others for the public spirited stand they had taken in regard to this matter. He further stated that his reply to the provincial secretary was not the result simply of his own opinion. He had, before the departure of Mr. Carvell and Col. McLean to the old country, called the Liberal members of parliament representing the province of New Brunswick, in consultation upon this very matter, and they agreed with him that no line should be subsidized unless it was built from Grand Falls to St. John, and was to be operated as part of the Intercolonial system.

The minister then briefly spoke of his meeting with Hon. Mr. Fleming and other representatives of the provincial government and said that after the conference he had sent a telegram to the minister of railways, stating that the provincial government consented to agree to certain modifications in the specifications of the road, namely, that the railway should be the best the physical features of the country would admit of, that the grade between St. John and Fredericton should be four-tenths of one per cent going east and six-tenths going west, and that at no part of the line between Fredericton and Grand Falls should the grade exceed one per cent per mile. There were also some other modifications with respect to ties and width of embankments and it was also stipulated that the rails should be eighty pounds to the yard, instead of seventy.

That meant a railway of a very high standard, and he was much pleased to find that the provincial government were willing to agree to it, because as a matter of fact, there were grades upon the Transcontinental in New Brunswick which were somewhat in excess of one per cent per mile. He was of the opinion that as a result of the conference all serious difficulty had been removed and he had strongly recommended to the minister of railways that the proposals as amended should be accepted. The reply that he had received from the Hon. Mr. Graham was to the effect that he was anxious to expedite the construction of the road, and would recommend the acceptance of the changed conditions to his colleagues.

"You will see by this," continued the speaker, "that this proposition is in pretty good shape."

HOPED FOR CONSTRUCTION SOON.

As for the bridges, while he was not in a position to state what had taken place between himself and Mr. Fleming and his colleagues in regard to them because the propositions would first have to be submitted to their government, yet he did not anticipate any difficulty in arriving at a satisfactory agreement. He was convinced that the time was near at hand when construction would be commenced on the St. John Valley Railway. If it were not done, it would not be the fault either of himself or of his colleagues in the federal government. But in the consideration of this matter he had all along thought it best that the credit of the province should be protected and when the subsidy of \$6,400 per mile was asked for, he felt that he had a duty to perform in seeing that it was given only to a line that would have trunk line connections and would be able to earn the amount necessary to provide the interest. Judging from the applause with which his remarks had been received, he was sure that he had performed that duty to the satisfaction of the people of Andover.

He drew a splendid picture of the benefits that would accrue from the construction of the line from St. John to Grand Falls with running rights over the Transcontinental to the Temiscouata and thence to River Du Loup; and asked them to realize that in days not far distant the splendidly equipped trains of the Intercolonial Railway would pass through the village of Andover on their way to Grand Falls and River Du Loup, connecting there with the main line to the west. The road would not only be remarkable for its great scenic features but would also be a transportation route of the first importance.

PROUD OF COURTENAY BAY.

He wanted also to assure them that he wished the Valley Railway to reach Courtney Bay at St. John. (Great Applause.) Not long ago he had heard a remark in Ottawa to the effect that a certain gentleman was as proud of his success in a large undertaking as Pugsley was of Courtney Bay. (Laughter. He was proud of Courtney Bay because to a very large extent, he regarded it as his discovery.

They had all thought that under the few feet of clay there was solid rock. But borings had been made at his suggestion as minister of public works and it had been found that it would be possible to dredge to thirty two feet at low water without encountering the obstacle of rock. That was his discovery, and he regarded it as of greater value than in the locating of a diamond mine. (Applause.)

The minister proceeded to describe what development was intended in Courtney Bay and then rapidly portrayed the great improvements that were being made in transportation facilities in other parts of Canada in order to encourage and facilitate the carriage of the tremendous quantities of the products of the west to the markets of Europe. He touched briefly upon the argument that was being made by the opposition that if reciprocity carried the trade of the country would be north and south instead of east and west, and he showed the utter fallacy of that argument by pointing out that of the twenty-five million dollars worth of exports sent from St. John last winter over eight million or one-third of them were American products. In the days to come, days that are very near, with three great transcontinental systems. Canadians would be able to carry through the Port of St. John not eight million dollars worth of American products but ten times eight millions. (Great applause.)

BETTER TRADE.

Dr. Pugsley then proceeded to take up the subject of reciprocity, or as he called it, "Better Trade Relations with our neighbors across the line." And before proceeding with his argument, he said he was delighted at the banquet to Hon. John Costigan the preceding evening, to hear his friend, Senator Baird, state that he was entirely in favor of reciprocity and could not understand why anyone could take a different view. Then touching lightly upon the history of reciprocal trade negotiations and the part that Sir John A. Macdonald had taken in them years ago. Dr. Pugsley expressed his great admiration for the former chief of the conservative party. A majority of the people of Canada had followed that great leader for many years but the people of today were following Sir Wilfrid Laurier who was the most prominent figure among Colonial premiers in the councils of the Empire and who in the days and ages to come will be looked upon as the greatest premier and the wisest leader Canada has ever had. (Long applause.) But side by side with him the name of Sir John A. Macdonald will be associated and surely the Conservatives of today should pay some attention to the words of a man to whom they owed so much.

SIR JOHN MACDONALD'S VIEWS.
In Hansard of 1884, pages 1136-87 Sir John A. Macdonald, referring to the subject of reciprocity, speaking to a motion that had been introduced by Sir Louis Davies, said:—"I do not know any reason why the hon. gentleman who moved this, or the seceder, laid before the House these elaborate statements to show the value of reciprocal trade, or trade of any kind, with the United States. That is admitted. That goes without saying. We all admit that it would be well that we had a large trade with the United States, rather than a small one; and I think Canada, as compared in her action with the action of the United States

has done everything that she could well do in order to secure that desirable object. In the first place, there was the original reciprocity treaty which was finally consummated in 1854. The merit of that, as far as Canada was concerned, rested altogether with the administration of Sir Francis Hincks, the Liberal government of that day. Although the government of which I was a member in 1854 had accidentally, from the retirement of Sir Francis Hincks, the duty of carrying out the treaty to its consummation, by introducing and carrying into law the act which ratified that treaty, still it was the merit of the reform party; and it was a great merit; it did a great service to Canada. That, as we all know, was a treaty for reciprocal free trade in the natural productions of the two countries. We regretted, when the Americans, from I must say, a rather natural feeling of irritation against England, gave notice for the cancellation and the termination of that treaty. It was no fault of Canada that that treaty was terminated."

He commented these words to the attention of those Conservatives who have not studied the history of better trade negotiations or do not know of the attitude of their former great leaders upon the subject. To such men as Mr. Crockett who represents, or misrepresents, the county of York, he particularly commended the words of Sir John Macdonald quoted above. In further remarks on the resolution Sir John had said that he would go further and besides natural products include some manufactured articles as well, and still later in other negotiations offered all that was given in the treaty of 1854 and was willing to make such other concessions for the sake of a reciprocity treaty as changed conditions would warrant. To show that the attitude of many of the Conservatives was unchanged when Mr. Fielding brought down the terms of the treaty and read them to the house there were many Tory members who applauded him again and again as he read one item after another. They realized then what a great thing had been accomplished for Canada; but since that time it was found that the manufacturers of the country were against the pact and certain gentlemen in England were against it too because forsooth, they professed to believe, but without good reason, that it interfered with their pet scheme of preferential trade in the empire. And the principal argument that they brought up against it was that the treaty was so good for Canada that Uncle Sam must have something up his sleeve or he would not have consented to it. (Laughter.)

The Liberals on the contrary, said the minister, say that the arrangement for better trade relations is a fair one, inasmuch as it stipulates for the freest intercourse consistent with conditions as they are. They did not feel free to interfere with the interests of the manufacturers and when a committee from the manufacturers' association waited upon the government and asked that their interests should be considered in the negotiations Sir Wilfrid Laurier told them that their request would be complied with. "In continuing the negotiations the Liberal representatives kept faith with the manufacturers, but what have they done in their turn? They are encouraging anti-reciprocity leagues. They are encouraging the insertion of advertisements in the newspapers in opposition to Reciprocity. It doesn't hurt them they say but they fear that if the farmers of the country are given a taste of free trade that they will want a good deal more of it." (Applause.)

He had the best of reasons for believing that the manufacturers were raising a large fund for the purpose of defeating Reciprocity in the country. But he was convinced that the farmers' day has come at last and that the farmer's voice will be heard throughout the land with irresistible force in favor of better trade relations with our American neighbors.

COMBINES AGAINST IT.
"In the west the milling combines are against Reciprocity. They say that the farmer should not sell his wheat and other grain to the American consumer just across the line but should send it to the British market. Think of that for just a moment. This year it is expected that there will be two hundred million bushels raised in the three prairie provinces. Last year the entire wheat imports of England from Argentina, India, Russia and Canada were only one hundred and sixty-three million bushels. Where will the western farmer sell his wheat if there is a crop of two hundred million bushels? And where will he sell it when in a few years they raise five hundred million bushels? Unless he can get larger markets there will be a set back to

the prosperity of the west that will be a great misfortune for the whole of Canada. And yet the eastern milling magnates say to those whose energy and toil are making them rich, 'You shall not have the larger markets, we want you to sell to us and to us alone.' Not so very long ago there was a large milling company reorganized, and in addition to the stock and bonds which represented the actual property of the concern, there was issued common stock to the amount of \$1,800,000, which did not represent any value at all but was simply 'water.'

He compared the transaction as almost paralleling the cement merger where property worth \$9,000,000 was represented by stock and bonds to the amount of \$27,000,000. And he pointed out that while the watered stock in the milling concern did not represent one single dollar, yet today eight per cent was being paid upon it, and it was quoted at \$140 a share and every cent of that tremendous amount was made out of the farmers of the west, who produce the wheat, and the masses who

PILES.

You will find relief in Zam-Buk! It eases the burning, stinging pain, stops bleeding and brings ease. Perseverance, with Zam-Buk, means cure. Why not prove this? All Druggists and Stores—In box.

Zam-Buk

FOR ALL SUMMER SORES

consume the flour. When the time comes the voice of the farmers will surely be heard and there will go up a united demand for better trade relations which will bring increased prosperity to all of Canada.

The Minister then referred to the trade between Canada and United States and stated that last year there had been \$223,000,000 worth brought north and \$113,000,000 sent south which meant that we sent \$110,000,000 in money to the United States over and above the goods that we sent them. And he asked: "Should we not send our products instead of our gold?"

"But no matter what good there is in reciprocity the Opposition says: 'Do not agree to it because it will lead to annexation.' Fifteen years ago our trade with the United States was one-third of what it is today, and yet with the increase of our business has the loyalty of Cana-

SPECIAL NOTICE. BETTER THAN SPANKING.

Spanking does not cure children of bed-wetting. There is a constitutional cause for this trouble. Mrs. M. Summers, Box 84 Windsor, Ont., will send free to any mother her successful home treatment, with full instructions. Send no money, but write her to-day if your children trouble you in this way. Don't blame the child, the chances are it can't help it. This treatment also cures adults and aged people troubled with urine difficulties by day or night.

dians decreased? At no time in their history were Canadians more loyal than they are today. At no time since Canada was a colony would the young men of this country fight the battles of the empire more willingly than today. It is an insult to the intelligence of the Canadian people to suggest that their allegiance would be injuriously affected by improved trade relations with the United States. It would rather tend with increased prosperity and wider markets to make them better Canadians and better citizens of the Empire to which they are all so proud to belong." (Prolonged cheers.)

After Mr. Tweeddale, who followed, finished his remarks, the Minister of Public Works said that he had forgotten when speaking to refer to the question of development along the Tobique and particularly at Plaster Rock. He was delighted to learn of the great progress and advancement that had been made, and in this connection reminded them that a subsidy had been granted for an extension of the Tobique Railway as far as Riley Brook, and that subsidy was available for the company whenever they were ready for the construction of a road. Further than that, if there should be any delay it would give him much pleasure to ask that the contract should be extended so as to give the company every possible opportunity to make arrangements for the work.

FOUL ATTACKS.
In his speech Mr. Tweeddale had called attention to the fact that a large amount of money (exceeding ten thousand dollars) had been spent by the Hazen Government in the Central Railway Investigation, which was simply an attempt to discredit the Minister of Public Works in the eyes of the country. Referring to this, Hon. Dr. Pugsley said that he had full knowledge that a conspiracy



Despair and Despondency

No one but a woman can tell the story of the suffering, the despair, and the despondency endured by women who carry a daily burden of ill-health and pain because of disorders and derangements of the delicate and important organs that are distinctly feminine. The tortures so bravely endured completely upset the nerves if long continued.

Dr. Pierce's Favorite Prescription is a positive cure for weakness and disease of the feminine organism.

IT MAKES WEAK WOMEN STRONG, SICK WOMEN WELL.

It allays inflammation, heals ulceration and soothes pain. It tones and builds up the nerves. It fits for wifehood and motherhood. Honest medicine dealers sell it, and have nothing to urge upon you as "just as good."

It is non-secret, non-alcoholic and has a record of forty years of cures. Ask Your Neighbors. They probably know of some of its many cures.

If you want a book that tells all about woman's diseases, and how to cure them at home, send 31 one-cent stamps to Dr. Pierce to pay cost of mailing only, and he will send you a free copy of his great thousand-page illustrated Common Sense Medical Adviser—revised, up-to-date edition, in paper covers. In handsome cloth-binding, 50 stamps. Address Dr. R. V. Pierce, Buffalo, N. Y.

RAIN COAT SALE FOR TEN DAYS AT THE NEW STORE

OWING to the very dry weather which we have had for the past two months, we find that the demand for Ladies and Misses Rain Coats has not been up to the standard of other seasons, and in order to reduce our stock of New Spring Rain Coats, we have decided to make a big reduction on all our lines for the next ten days.

This Reduction will amount to 20 per cent.

It will pay you to take advantage of this sale

JAMES S. McMANUS

FOR A BRIGHTER NEW BRUNSWICK

THE WOODSTOCK CREAMERY COMPANY

Guardian Assurance Co.

Limited, of London, England.

Subscribed Capital	-	\$10,000,000
Paid-up Capital	-	5,000,000
Total Assets, over	-	30,000,000
Deposited with Dominion Government	-	500,000

DIBBLEE & AUGHERTON, - INSURANCE
Queen Street, Woodstock, N. B.

had been entered into against him as foul and as diabolical as was ever concocted against a public man. He had stated his opinion concerning this plainly in a telegram to the counsel representing the provincial government in the investigation for libel against him for his statements. But nothing had resulted. "Personally," Dr. Pugsley continued, "I do not mind these attacks. I have good feelings for my opponents and only

hope that when they pass from this world they will get to the good place some time before the devil knows they are dead." (Laughter and great applause.)

The Duke of Connaught will sail for Canada on October 6.

The Imperial Conference approved a scheme of Imperial citizenship based on existing diversity in laws of naturalization.

Dr. C. Gordon Hewitt, Dominion Entomologist, says, referring to the infantile death rate from intestinal diseases and diarrhoea spread by the house fly, he believes that the so-called harmless fly is yearly causing the death of thousands of infants, as well as spreading the germs of typhoid fever.



WILSON'S FLY PADS

are the best thing to rid your house of these dangerous pests.

NA-DRI-DYSPEPSIA TABLETS

relieve and cure indigestion—acidity of the stomach—biliousness—flatulence—dyspepsia. They re-inforce the stomach by supplying the active principles needed for the digestion of all kinds of food. Try one after each meal.

50c. a box. If your druggist has not stocked them yet, send us 50c. and we will mail you a box.

National Drug and Chemical Company of Canada, Limited, Montreal.