

# VALLEY RAILWAY TO BE AN ADJUNCT TO THE C. P. R.

Hon. Robert Rogers Practically Admitted This in Parliament Yesterday in Reply To Mr. F. B. Carvell---Government Trickery Exposed by the Member for Carleton's; Able Speech---Hazen Dodged The Issue.

Ottawa, March 20.—According to the official government statement of the latest plans for the St. John Valley Railway as told to parliament today by Hon. Mr. Rogers, the road is to continue to be merely an adjunct of the C. P. R.

The Province of New Brunswick, after entering into an obligation of \$6,000,000 in bond indebtedness to secure the construction of the road from St. John to Grand Falls, is to be left with an incomplete line ending at Centreville instead of Grand Falls, and at Westfield instead of St. John.

Mr. Carvell, Hon. Dr. Pugsley and other New Brunswick members told the story of the road to parliament today—how it had been begun with the distinct pledge that it would be carried through from St. John to a connection with the National Transcontinental at Grand Falls, how Premier Flemming had carried his province on that pledge, how the provincial government, with the connivance of the Federal government had deliberately plotted to thwart the original plan for the benefit of the C. P. R., and how finally the last move was being made to consummate the plot.

Hon. Mr. Hazen was not in the House today, although he knew the subject was to be brought up. Hon. Dr. Reid, the acting Minister of Railways, was also absent.

## Mr. Rogers Confirms Reports.

Hon. Robert Rogers was the only member of the Government who deigned to listen to the arraignment of the New Brunswick Liberals, and he was put forward to give the answer. In brief, he declared that, owing to the fact that the Grand Trunk Pacific had decided not to take over the National Transcontinental, the government did not now consider it necessary to build the line from Centreville to Grand Falls. As to the change of the route to St. John, he declared that it had all been done on the recommendations of Mr. Gutelius, and had been practically settled in about a week's time, and that the New Brunswick government had acquiesced promptly. The line is to end apparently at Westfield, as a junction point with the C. P. R. At some time in the distant future, Mr. Rogers held out hope that the original project might be carried through by the Dominion Government. The Provincial Government is to do nothing more.

Meanwhile the C. P. R. holds the whip hand. With regard to the proposed branch line from Fredericton connecting with the Maine Central, involving the expenditure of another million and a half, the province is apparently to be also saddled with the cost of this.

Mr. Carvell effectively demonstrated that this branch was absolutely unnecessary and would mean another millstone around the neck of the province. It was being put through merely to gratify a whim of Mr. Gutelius.

## No Justification.

The whole question came up on a motion of Mr. Carvell for the engineer's reports and other official correspondence in connection with the road. The debate lasted during the greater part of the day. With the exception of Mr. Rogers' statement, which consisted mostly of the reading of correspondence between Mr. Gutelius, Mr. Monserrat and the acting Minister of Railways, there was no attempt from the government side of the House at justification for the failure to carry out the original agreement.

## Mr. Carvell's Motion.

F. B. Carvell then moved for correspondence and papers in connection with the operation of the Valley Railway, so called, in New Brunswick.

The road, he said, had been a political football for years past, and a frank open statement from the Government was now called for by the people of New Brunswick, who had already incurred liabilities of over \$5,000,000 in connection with the railway. As a result of an agitation in 1910 for a rail road from the National Transcontinental

at Grand Falls to St. John an agreement had been made by the Laurier government—and afterwards slightly varied by the present administration—with the New Brunswick authorities. The proposition was that the road should be built and that the Intercolonial Railway would enter into lease of operation of different sections after they were completed. The Provincial Government was to guarantee the bonds and was to receive in return 40 per cent. of the gross proceeds of operation.

Mr. Carvell said the Intercolonial had up to the present refused to lease the completed sections of the road. Furthermore, though the Government had announced its intention of building three important bridges on the line—at Andover, near The Mistake and near Rothesay—now it was announced that the cost being prohibitive on account of the nature of the river bottoms, the bridges would not be built, having been reported against by Engineer C. N. Monserrat.

Mr. Carvell said Mr. Monserrat had never made any borings and really knew nothing about the matter.

## Delusion and Deceit.

If the New Brunswick Government would produce the report of its own chief engineer, Mr. Maxwell, it would show the bridges were practicable.

Mr. Carvell said the whole construction of the road had been attended with delusion, insincerity and deceit on the part of the New Brunswick government. The Federal government was subsidizing the construction of the road to the extent of some \$6,400 per mile.

In 1912, when the subsidy was renewed, it covered only that part of the road from Andover to St. John, thus stopping short of connection with the National Transcontinental. Hon. J. D. Hazen, however, had then stated he was sure the road would ultimately be built to Grand Falls. The Carleton member said the construction of the road was totally unjustifiable unless it did go to Grand Falls or some other point on the N. T. R. Otherwise, it was a political crime.

He went on to state that though the sections from Fredericton to Woodstock, from Woodstock north for 25 miles and from Fredericton south for 37 miles had been completed, no lease had yet been signed by the I. C. R. for their operation and as a result, though the Intercolonial was now operating a partial train service, the province of New Brunswick was not receiving its 40 per cent. of the proceeds.

Mr. Carvell said the province had guaranteed in all some \$6,000,000 worth of bonds under its agreement, with an annual charge of \$240,000 for interest. Nearly \$850,000 of the proceeds of the sale of the bonds were in the Prudential Trust Company in Montreal, and Mr. Carvell "only hoped and prayed" they would be there still when called for. He went on to state that though the bond guarantee had been on the condition that the road would connect with the N. T. R., and the New Brunswick government had been elected on that issue, the road was now a series of feeders for the Canadian Pacific Railway.

It was no wannonounced that there would be no connection at all with the N. T. R. and neither would the road reach St. John at its other end. It would begin at Centreville, a country town, and stop at Westfield, a summer resort on the C. P. R. line.

"At present," declared Mr. Carvell, "the road is only a branch line and a feeder for the C. P. R."

Mr. Monserrat's report, declared Mr. Carvell, had been made simply on data given him by others, and Mr. Monserrat himself had never made a boring in his life in the St. John river.

All that the governments at Fredericton and Ottawa were looking for was an excuse to get out of the original agreement which had served to sweep the country for the Conservatives in 1912. Mr. Carvell called attention to the serious financial obligations which New Brunswick had already undertaken, which in bond indebtedness alone amounted now, he believed, to about \$13,000,000. The province had practically no hope of increasing its revenue from crown lands or by other revenue sources other than by taxation. Unless a halt were called there would have to be a large measure of direct taxation.

## That Vanceboro Branch.

There was, said Mr. Carvell, another scheme on foot and officially promulgated in the government press. That was for a branch line from a little north of Fredericton to Vanceboro, a distance of about forty miles. The excuse for the extension of such a line was that it would give the I. C. R. con-

nections with the American system of railways at Vanceboro. Mr. Carvell declared that this proposition was "utter nonsense."

The C. P. R. connection from Fredericton, was, he believed, ample for all requirements. The cost of the proposed line to Vanceboro would, at a moderate estimate be \$1,400,000, and the interest on the capital outlay at 5½ per cent. per annum would be \$77,000 per year. Mr. Carvell estimated the freight charges from Fredericton to Vanceboro at \$10 per car, and if the province got only 40 per cent. of the gross operating receipts it would require 175,000 cars to be moved each year from Fredericton to Vanceboro in order to pay interest charges. That meant 58 cars per day, and he doubted if the average traffic now offering would give more than eight cars per day.

"The only conclusion to be drawn from such a wild undertaking," declared Mr. Carvell, "is that New Brunswick is being driven to it to gratify the whim of Gutelius, who wants to have an independent connection for the I. C. R. with the American lines."

Mr. Carvell commented on the fact that although both Hon. Dr. Reid and Hon. J. D. Hazen knew that the question was to come up today, both of these gentlemen were absent from the house.

## Hon. Mr. Rogers.

Hon. Mr. Rogers replied for the Government, declaring that although Mr. Carvell had sought to blame Hon. J. D. Hazen for fastening the burden of the road on the province of New Brunswick, the real blame, if any, must rest with the Laurier government, which was responsible for the inception of the road. That government had played the old policy of hanging up a railway between three or four contending parties and then "playing both ends to the middle." The terminus of the N. T. R., declared Mr. Rogers, should have been St. John, and the difficulties of the Valley road were due to the misplaced location of the National Transcontinental.

The debate ended and Mr. Carvell's motion for the production of correspondence, reports, etc., carried.

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## Slants Of Humor

### MAN'S EMANCIPATION.

It used to be a husband's fate To tell wife if her hat was straight. He's free from this, you will allow. For hats are sported slantwise now.

"My petticoat—say, does it show?" Was once the question, as you know. Hux has no bother on that score. For petticoats are worn no more.

And now if woman lives the sack To gowns that button up the back. The pleasing spectacle we'll see Of man almost entirely free.

### HUMAN NATURE.

We like to see a notorious sinner converted. But we don't like to see him start right in and try to run the church.

### DANGEROUS JOB.

Taking candy from a baby Some deem easy. I deny it. You could put it over, maybe. Few have hardihood to try it.



## Treats---

If you have a treat in store for the kiddies — remember Cowan's Maple Buds will delight them more than anything, they are safe and pure — not harmful.

## WILLARD FAVORITE BUT MORAN HAS MANY SUPPORTERS

The world's heavyweight championship bout between Champion Jess Willard and Frank Moran at Madison Square Garden, N.Y., next Saturday night is the talk of the fans. There are many fans who figure that Moran has a good chance but they are not betting much on their opinion.

The latest odds quoted on the battle is three to one against Moran getting the popular decision, one to three that Willard wins by a knockout, and one to ten that Moran wins in the same manner. As there will be no referee's awards, the wagering must be settled by newspaper decisions.

Speculators will reap a big harvest out of the mill, for they are getting big prices for the seats they hold. A United States senator is said to have paid one thousand dollars for a box and a New York judge fifty dollars for a chair. The mayor of a New England city is also said to have paid a big price for a seat.

It is expected that at least fifteen thousand people will be in the garden next Saturday night and the promoters will probably clean up \$40,000. Willard appears to be the choice, of the majority of the fans on account of the advantages he has over Moran in height and reach and also owing to his improvement in boxing.

Moran's friends believe he will wear Willard down with right hand body punches and then put over a K.O.

## BETTER TO BE BLINDED IN WAR THAN INDUSTRY

(By Mary Boyle O'Reilly.) London, March 16.—"It might have been worse," commented the boy gunner at the "Happy Hostel," and turned his blind face in the direction of my voice.

We stood in the terrace of St. Dunstan's, overlooking the loveliest view in London; behind us, in the vast villa built for the "wicked" marquis who figures as Styne in "Vanity Fair," philanthropic England is striving to solve the problem of soldiers blinded in battle.

"It might have been worse," repeated the boy gunner fingering the regimental badge on his multi coat. "It would have been worse had I lost my eyes at my trade. Firedamp destroys like shell fire; being a miner, I know."

"I saw the first battle of Ypres, and the return to Lens, and the great advance. Hill 60 sent me to the hospital. There I came round—and knew I was blind."

"The first weeks were the worst. It takes a long time to get used to the dark. Somehow I felt I was the only blind man in the world. And I remembered the British tradition that the last home of a blind man is the workhouse. Life didn't seem worth living. 'Better buck up, said the sister, for you're listed for the Happy Hostel. That's not a hospital, you understand. Every man is well before he goes there."

"Well, I came here to learn how to make the best of it. It was like a game of blind man's buff—just at first. No one guides a fellow—the man who loses his way is chaffed until he finds it. Self-confidence—that's what they teach here. The only way to learn not to bump your nose is to bump it. That soon makes any one self-helpful."

"After a while I saw that blindness is merely a handicap—not an affliction. Why, the head of the hospital is blind, the chief mechanic in England; the sixty teachers are all blind; for the blind are by far the best teachers of the blind. They know."

"When I could pick my way by the carpet strips and the sounding planks, the blind director sent for me."

"Now you will have the chance of your life, he said—just like that. First you will be taught netting—that's only a paying hobby, to be learned in a

day. Next matmaking—to train your hands; then everyone here learns braille, to make himself independent for reading and typewriting—to make him independent for writing.

"Two weeks teaches a tolerable typist. In six months a man can master a trade. What would you like to learn?" "Say, I laughed! Choosing like that made me feel independent. Suppose I'd lost my sight in a mine explosion—would anybody talk to me like that? Not so you'd notice it!"

"Well, sir, I says, I never had much schoolin' and I've no great liking for the land, an' it makes me feel blind to sit still. I was a miner by trade."

"How would you like to be a deep diver? asks the director. Now a man's luck is like that. Mine is to work in the depths. Not but I'm thankful to be taught deep diving. Only I'm glad that I saw so much of the world when I was above ground with eyes to see."

## MILINERY KINKS.

The outline of the high velvet toques which have been the craze of the winter season will be repeated in spring toques made of supple straw and chip.

Soft straw will be draped like cloth or silk; one finds rough straw and crin—otherwise crinolene straw—cleverly twisted together on the same hat.

One of the very new ideas is the large conventional flower made of colored beads surrounded by black velvet leaves.

## 'SAY!

are you aware that old sores and ulcers, that have defied all other treatments, will yield to Zam-Buk? Mr. Geldert, of Lunenburg, N.S., suffered from a bad leg for ten years. Doctors could do nothing for him, but Zam-Buk cured him. Mr. Geldert writes:

"For ten years I suffered from a bad leg caused by a broken vein, which is the most stubborn sore to heal. I had treatment from several doctors, all of whom finally acknowledged that the case was beyond them. I used many ointments, some of which did me good for a time, healing over the outer skin, but the sore always broke out again. Then I used Zam-Buk, and I could soon see an improvement. Zam-Buk penetrated to the root of the trouble, as the other ointments had failed to do. With perseverance Zam-Buk completely and permanently healed the sore."

Zam-Buk is just as good for eczema, abscesses, blood-poisoning, piles, ringworm, chapped hands, chilblains, cold sores, cuts, burns, and all skin injuries. All druggists, 50c. box, 3 for \$1.25, or post free from Zam-Buk Co., Toronto.

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