

# VALLEY RAILWAY BILL IS BEFORE PARLIAMENT

**Hon. Dr. Pugsley Sharply Criticizes New Arrangement---Says It is a Sorry Ending of What Might Have Been a Great Enterprise---Will Not Parallel C. P. R. Line Above Andover.**

Ottawa, May 3.—When the House went into committee today on the bill of the acting Minister of Railways, Hon. J. D. Reid, embodying the new arrangements with reference to the St. John Valley Railway, the Minister declared that the bill to be based upon the resolution would repeal all previous acts in connection with the undertaking. The new arrangement, he said, provided for the dropping of the line from Andover to Grand Falls, which was not considered necessary, and the completion of the route from Gagetown to Westfield and then into St. John. For the present, running rights over the C. P. R. from Westfield to St. John would be secured, but he had urged upon the New Brunswick government the desirability of getting into St. John as early as possible under a permanent arrangement.

## Why Plans Were Changed.

It was with a view to securing speedy access to St. John that the plans had been changed. It would have taken two or three years to build the bridges proposed in the old arrangement and the new plans meant a saving of at least \$3,000,000 in money, with access to St. John by February next, or perhaps sooner.

## Demands of C. P. R. Met.

Hon. Dr. Pugsley described the new arrangement as a "sorry ending of what had once been planned as a great undertaking destined to make St. John the Atlantic terminal of the National Transcontinental."

The original object in view, he said, had been to all appearances designedly defeated by co-operation of the Federal and the New Brunswick governments in order to meet the demands of the Canadian Pacific Railway.

Dr. Pugsley declared there had never been any bona fide intention of going ahead with the bridges or of building the through line from St. John to Grand Falls. The whole project had been played with ever since the present government had come into power, evidently in the hope that the people of New Brunswick would finally consent to an incomplete line.

Dr. Pugsley declared that the line from McGivney Junction to Fredericton which was relied upon to give the Intercolonial and the St. John Valley Railway connection with the Transcontinental, was a third class road with heavy grades and a poor standard of construction.

## More Glittering Promises.

Hon. Dr. Reid said that while the grades might be a little higher than the National Transcontinental standard, they ran the right way for the heavy traffic from the west to St. John.

Dr. Reid said that now that the N. T. R. had passed into the hands of the Government and that a connection with it had been otherwise secured, it would be extravagant and quite unnecessary to parallel the C. P. R. line from Andover to Grand Falls.

Hon. J. D. Hazen declared that the present new arrangement had been unanimously adopted by the New Brunswick Legislature. Of the 48 members who constituted that Legislature, 24 represented constituencies in the valley of the St. John river, and when the concurrent legislation had been introduced in the New Brunswick Legislature, there had not been a dissenting voice.

"It has always seemed to me," said Mr. Hazen, "that it made very little difference to St. John or to the province whether the railway traverses the east or the west side, provided it makes the connection with the harbor at Courtenay Bay."

The resolution was passed, and the bill based thereon was introduced and read the first time.

## Make it a National Road.

Hon. Dr. Pugsley suggested that before the bill was passed the railway should be declared to be for the general advantage of Canada, and then the question of running rights over the C. P. R. could be arranged under the general legislation covering such matters.

Hon. Dr. Reid said that he would give the suggestion full consideration.

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In these backward seasons there is always some danger of a double house-cleaning.

Opinion accumulates that the current spring is considerably more coy than necessary.

An appropriate place for the war to end would be Dead Man's Hill—and perhaps it will.

# CANADIAN RAILWAYS TO GET FINANCIAL ASSISTANCE

Ottawa, May 3.—A straight loan, practically without security, of \$15,000,000 to the Canadian Northern Railway Company and of \$8,000,000 to the Grand Trunk Pacific Railway Company at six per cent. per annum, "repayable on demand," is the principal feature of expected railway legislation to tide the two transcontinental systems over the present year. The financial assistance is to be voted by parliament in the shape of supplementary estimates and not by way of special resolution outlying conditions and restrictions as was generally expected. The Minister of Finance brought down in the Commons the supplementary estimates for the coming fiscal year and incorporated in these are the two big loan items for the two roads.

In addition there is an item of \$150,000 "to provide for inquiry and report upon the railway situation of Canada" and another item of \$10,000 to provide for a continuous audit on behalf of the Government of revenues and expenditures of the two railway systems. The disposition of the loans are to be "subject to the direction of the Governor-in-Council," in other words, the cabinet and not parliament shall have the authority of saying in detail for what the \$23,000,000 are to be spent.

## Nationalization in the Air.

The item of \$150,000 for the inquiry upon the general railway situation of Canada is of course, as already fore-stated, intended to provide ways and means for a general investigation by a board of the best experts available looking to a permanent solution of the future of the two transcontinental systems.

Nationalization of either one or of both systems is in the air. The next session of parliament will have to settle the big problem. As a small sop to those who strenuously object to giving any more money at all to Mackenzie & Mann while they practically control its expenditure, and as a guarantee of the proper disposition of the new loan, there is the small item of \$10,000 for a government auditor during the coming year.

It is suggested that the reason for bringing down the loans in the shape of supplementary estimates instead of in a separate bill is to facilitate progress both through the Commons and the Senate. In the case of the Senate there can be no amendment to the supply bill and the upper chamber will

have very little chance to discuss the measure at all. In the case of the Commons the discussion must be mainly in committee of supply, where the ayes and nays are not recorded on any division and where the rules of the House restrict the character of the amendments.

## BEST CONDITIONED PLAYER.

(Detroit Journal.)

Usually when a ball player is unable to play in a series because of illness, little attention is paid to the fact. With Sam Crawford it is different, as Sam is seldom ill. At the present time Sam is unable to play, which fact recalls the boost recently given to Crawford by Harry Tuthill, who has had wide experience as a handler of athletes. Tuthill was asked who was the best conditioned player he had ever known, and he named Crawford.

Tuthill said: "In all the nine years I have been with the Tigers, I never saw the time when Crawford was not in perfect physical condition. I never saw a man following an athletic pursuit that I consider in Sam's class for constant physical efficiency."

"In all the years I've been with the Tigers I don't believe I've used a spoonful of alcohol on Sam. He is always fit. He lives by the clock. He is invariably in bed at an early hour and up early. He knows what to eat and how to eat it, and I don't suppose he knows what any form of dissipation means. As a result, he is today as valuable a player as there is in the game, even though he is starting the sixteenth year of his big league service."

## WAR-WIDOWS NOT WANTED IN CANADA

Winnipeg, April 28.—Plans for a Dominion wide protest against the proposal of the Salvation Army to bring 5,000 British war widows, with two children each, to Canada after peace has been declared, are being worked out here by women of Manitoba province.

Women of Winnipeg and other cities have united in a protest against the plan of the Salvation Army and have denounced it as impractical and unfair to both the war widows and the women of Canada.

The chief object of the Salvation Army's proposal is to relieve England of a portion of the surplus of female population and to provide opportunity for the widows to take up home-steads.

Just what form the general protest against the movement will take has not been determined.

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## ROLL OF HONOR

Several thousand officers and employees of the Canadian Pacific Railway Company enlisted for active military duty with the Canadian Expeditionary Forces, and the majority of them are now in Europe, bravely battling for Canada and the Empire. As particulars of Army Reservists are not available, these lists of those who have given up their lives for their country or been wounded in action are necessarily incomplete, and do not therefore indicate fully the extent to which the Company's officers and employees have participated in the great struggle.

NAME	IN COMPANY'S SERVICE	NATURE OF CASUALTY
Ackerley, Percy	Clerk As	Wounded
Allen, Charles T.	Freight Checker	Wounded
Blackett, William C.	Stenographer	Killed in action
Buchan, John	Loco. Fireman	Killed in action
Carr, Frederick	Apprentice	Suffering from shock
Clent, George	Shed Clerk	Killed in action
Clough, B. G.	Elevator Boy	Wounded
Cummings, John	Painter	Wounded
Daniels, F. W.	Chief Clerk	Wounded
Deblois, Joseph	Loco. Engineer	Wounded
Duff, John	Fitter	Died of wounds
Gay, Aubrey H.	Loco. Engineer	Wounded
Geddes, Percy M.	Waiter	Believed drowned
Gillies, John H.	Cabinetmaker	Wounded and prisoner
Goulet, Emanuel	Helper	Wounded
Henry, William	Porter	Killed in action
Hodge, Robert S.	Hostler	Died of wounds
Johnson, Lacey A.	Draughtsman	Died of wounds
Lacey, Richard	Watchman	Wounded
Laurence, Benjamin	Constable	Wounded
Marr, Henry E.	Clerk	Wounded
Metherall, Percy	Trainman	Wounded
Middleton, James	Loco. Fireman	Wounded
O'Connell, W.	Clerk	Killed in action
Pratt, Richard B.	Freight Porter	Wounded
Pushie, William J.	Loco. Engineer	Wounded
Robertson, Oliver	Helper	Killed
Saxelby, Walter	Ass't. Accountant	Killed in action
Shaw, Francis W.	Stenographer	Wounded
Skinner, Sidney E.	Baggage Checker	Wounded
Sutherland, Benjamin	Loco. Engineer	Killed in action
Syder, James	Clerk	Died of wounds
Thomas, George W.	Brakeman	Wounded
Wheelhouse, C.	Helper	Wounded
Wood, Herbert	Template maker	Wounded

The following casualties to members of the European Staff on active service have also been reported:

Candeland, William	Clerk	Liverpool	Killed in action
Harden, Robert J.	Junior Clerk	London	Wounded
Moore, Edward G.	Clerk	London	Wounded
Paterson, John S.	Clerk	Liverpool	Killed in action
Rosci, Joseph	Clerk	Antwerp	Wounded
Stannard, Herbert J.	Clerk	London	Wounded

Montreal, February 18th, 1916 (List No. 6).

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