

The Daily Mail.

VOL. XVII NO. 47

FREDERICTON, N. B. TUESDAY, FEBRUARY 25, 1913

TWO CENTS PER COPY

St. John Wants Valley Railway Route Changed

Delegation Urges Government to Have the Road Built via Welsford and Cross St. John Harbor at Navy Island---J. M. Robinson, F. D. Clements, J. A. Likely, S. L. Peters and A. D. Holyoke Among the Speakers---Premier Flemming Holds Out Little Hope That a Change Will be Made---Engineer Bouillon's Views

Delegations from the Valley of the St. John from St. John to Woodstock waited upon the government this morning. There were so many representatives present, that the hearing was given in the Assembly Chamber with the president of the council in the chair. There were many arguments pro and con in favor of the Valley Railway going upon the east side of the St. John via Perry Point or Gondola Point and also in favor of the west side via Westfield or Welsford and entering St. John by way of a bridge at Navy Island.

Nearly at the outset Premier Flemming made the position of the government plain in connection with the delegation. They were not here at the invitation of the Executive strictly speaking. The Board of Trade of the City of St. John last summer made representation urging that the Kennebecasis be crossed at Gondola instead of Perrys Point in order to save three or four miles of distance. That seemed to start a movement which sought to have the railway enter St. John by means of a bridge at Navy Island.

So far as the government is concerned the route was located when the contract was entered into more than a year ago with the St. John & Quebec Railway Company and the route was located via the Mistake and Perry's Point and Rothesay. The government was willing to hear the delegations but did not think the impression should go abroad that the administration did not know its own mind and was inviting delegations to come and advise them concerning the route.

MR. J. M. ROBINSON.

President Robinson of the St. John Board of Trade, made it plain that the body over which he presided had an open mind upon the question of the Valley Railway route from Gagetown to St. John. They were here to listen to the evidence without bias and were willing that the best should be done but if there was to be any change in the route and all things were equal he would be glad in the interests of the city of St. John to see a bridge across the harbor. He referred to the fact that Mr. Clements, representing the new route, and Mr. Joseph Likely, opposing it, were present and would be heard.

MR. F. D. CLEMENTS

Mr. Clements argued from the standpoint of the farmers, shippers, and manufacturers, who will use the west side wharves of the port of St. John which were owned by the federal government and the city, from the standpoint that every ton of freight originating on the Intercolonial and its branches has to pay fifty cents for crossing the Cantilever. In answer to a question he said that through freight from competitive points to west St. John was the same but the charge had to be borne by the railway if not by the shippers. He argued in favor of the route via Westfield and Navy Island from the standpoint of expense little difference in distance and the great advantage to the city of St. John.

Citing Mr. Bouillon's statement that the cost of keeping up an expensive bridge would not warrant a departure from the longer route via Perry's Point he argued that the very slight increased distance via Westfield should not operate against that route. Mr. Clements took up the cost of the bridges at different points and argued from these premises against the heavy expense that would be incurred crossing the Mistake and the Kennebecasis.

The cost of the right of way from Westfield to Fairville would not be greater, perhaps not so much as on the route now under contract to Gondola Point. But from Fairville to St. John the land damages would be heavy.

In his concluding remarks Mr.

Clements said there was no proof that the Grand Trunk Pacific would come to St. John.

MR. J. A. LIKELY

Mr. Likely contended on the contrary that by the time that the Harbor bridge could be built the Grand Trunk Pacific terminal would be ready and the argument of the added freight expense to the West Side would be gone. He spoke of the obstruction a bridge would be to the harbor and was strongly in favor of the shortest possible route.

WOODSTOCK HEARD FROM.

A. D. Holyoke of Woodstock, did not want anything done to delay the completion of the road. Woodstock was in favor of the shortest route to St. John.

Mr. Baxter for the Fairville Board of Trade, took the position that the best expert engineering advice should be had to determine which was the better route and abide by that. The board was opposed to the Valley Railway passing into the control of any private corporation.

OPPOSED TO A CHANGE.

S. L. Peters of Gagetown, made a very comprehensive speech covering many points in favor of the present route. He took up some of the arguments of Mr. Clements and evidently disposed of them to his satisfaction.

There were speeches by John R. Dunn of Gagetown, favoring the Welsford route; Morris Scovil of Gagetown, who wanted more information; T. Sherman Peers favored the view of S. L. Peters, and representatives from Greenwich, Hampstead, Kingston and Meductic expressed opinions pro and con.

Mr. M. W. Doherty of St. John, favored Mr. Baxter's view of more expert advice. Mr. Wood of Queens, made a plea for the road to go via Welsford.

THE PREMIER'S REPLY.

Premier Flemming, in his reply,

spoke at some length and pointed

out how great a task it would be to

open up the question of route again.

He did not give any of the delegations

much hope that the contract route

would be departed from, though he

said that if the coal and iron deposits

in Queens existed they would have

to have proper transportation facilities.

He read an important letter from District Engineer of the

Grand Trunk Bouillon, opposing the

Navy Island entrance and giving his

reasons. One of the most important

things he dealt with was the great

expense of the Gondola Point bridge

which would not be warranted to

save such a short distance.

The Premier did not finish his remarks

until nearly two o'clock.

MR. BOUILLON'S LETTER

Grand Trunk Pacific Railway, Engineering Department,

Quebec, 21st February, 1913

The Honorable J. K. Flemming, Premier of New Brunswick, Fredericton, N. B.

Dear Sir:—The newspapers report that a delegation of the Saint John the government of New Brunswick at Board of Trade is to appear before Fredericton, next Tuesday, in order to discuss the entrance of the Valley Railway into Saint John. There appears to be a strong sentiment in favour of having the entrance via the West side, instead of as per the contract, I believe principally due to the supposition that the change, if proved, would mean the immediate construction of a combination railway and street traffic bridge across the harbour at Navy Island, thus providing a more direct connection between two very important sections of the city.

The question of entrance into St. John is one of great importance to the Grand Trunk Pacific Railway Co because of the probability that we will come in over the Valley Railway. We have given careful consideration

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TO IMPOSE MORE BURDENS ON THE MUNICIPALITIES

Fredericton, Feb. 24—The House met on Monday at 3 o'clock.

Hon. Mr. McLeod presented a statement of the bonded debt of the town of Woodstock petition in favor of the bill respecting the Dominion Trust Company.

Hon. Mr. Grimmer presented a petition in favor of a bill to authorize the town council of St. Stephen to issue debentures.

Mr. Humphrey asked leave of absence for Mr. Melanson until Monday next on account of urgent business.

The house went into committee with Mr. Black in the chair, and agreed to a bill respecting the election of councillors for the parishes of Clair and Baker Lake, Madawaska county, 1911.

CARE OF PAUPER LUNATICS

The bill relating to the provincial hospital was then taken up.

Hon. Mr. Flemming said that under the Acts of 1903 the cost of maintaining in the provincial hospital harmless patients had been provided so that \$1.25 per week was payable by the municipality and the support of patients classed as dangerous was borne entirely by the province.

Disputes had been constantly arising as to which class a particular patient belonged and there had been more or less trouble in affecting settlements of the accounts with the various municipalities for that reason.

Notwithstanding the careful and excellent management of Dr. Anglin

the cost of maintaining patients was gradually increasing until during the past year the average cost per head for maintenance at the provincial hospital was \$3 per week. The object of this bill is to have municipalities bear a small proportion of the cost of maintenance of all patients and thus put an end to all disputes. If this legislation was enacted after Jan 1, municipalities will pay \$1 a week of the cost of maintenance, of all pauper patients and the province will bear the balance or about two-thirds of the cost. In Nova Scotia, the municipalities pay a much larger percentage and so it was in various other provinces of the Dominion, municipalities paying \$1.50 per week on all patients in the province of Quebec.

Mr. Woods said that at present the parishes in each county had to pay their share charged to the municipality upon patients who had formerly resided in the respective parishes. He thought it would be better and would not place a hardship upon any particular parish if the municipality's share was made a county matter.

Hon. Mr. McLeod said that under the present act the secretary-treasurer of the municipality issues a check for the municipality's share and then apportions the charges among the parishes on the basis of the number of patients from each parish.

Mr. Stewart (Gloucester) said he thought it would be more equitable to have the counties pay the charges rather than to have the amount divided

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BORDEN AT ALBANY, N. Y.

Prime Minister of Canada Spoke Before the University Club

Governor Sulzer of New York Made Strong Plea for Closer Trade Relations

New York, Feb. 24—The close ties of friendship existing between the United States and Canada were dwelt upon in addresses tonight by Premier Robert L. Borden of Canada and Governor Sulzer at the annual dinner of the University Club of Albany.

"Canada and the United States," said Premier Borden, "gave a common heritage in the language, the literature, the laws, the institutions and the traditions which have come down to them from the men of bygone days."

"Perhaps no more instructive object lesson has ever been given to the world than the 4,000 miles of undefined boundary line from the Atlantic to the Pacific which bears silent but eloquent testimony to the mutual confidence and respect of the two nations."

Governor Sulzer predicted that the great Canadian northwest is destined to become ere long the granary of North America. "Many of our best citizens, I regret to say," said the governor, "are leaving our states for the west, and going into the northwest because of the fertility of its soil; the liberality of the Canadian government and the ability of these people to better their conditions there."

"We should extend to them a helping hand in their onward march of progress. Instead of closing our doors by tariff barriers to these countries and their products, in my opinion, we should open them wider and do everything in our power to facilitate closer commercial relations. We want their products and they want our products, and all restrictions to prevent a fairer and freer exchange of goods, wares and merchandise, should, in so far as possible, be eliminated."

The other speakers were John Grier Hibben, president of Princeton University; Dr. Talcott Williams, head of the Pulitzer School of Journalism of Columbia University, and John W. Thomas, president of Middlebury College.

THE WORLD'S NEWS IN SHORT METRE

New York, N. Y., Feb. 25—American stocks in London irregular.

London settlement began today.

Taft orders 'more' troops to Galvestone. Dispatches received at Washington show satisfactory improvement in the Mexican situation.

Western Pacific railroad opposes Harriman dissolution plan in Federal court at St. Louis.

The Senate passes bill for Physical valuation of all property of common carriers. Taft expected to sign it.

President elect Wilson says he is paying more attention to proposed currency and tariff legislation than to cabinet making.

Members of Pujo Committee show wide differences of opinion over Undermyers findings and report is not yet signed. Hearings in the Government suit against the Steel Corporation scheduled to resume today in New York.

A bill similar to Wilson's anti-trust measures has been prepared and will be introduced at Albany this week.

Real estate representatives denounce proposed transfer tax bill and appoint a committee to attend joint hearing in Albany tomorrow.

Mr. J. P. Whalen of Newcastle, is at the Barker House.

Mr. Wm. J. Linton of Fairville, is in the city.

Mr. Joseph MacVey of St. Stephen, is a guest at the Barker House.

The Countess of Ashburnham left Saturday morning for Sussex, where she will be the guest of Mrs. S. A. McLeod for a few days.

NATIONALIST AMENDMENT TO BORDEN NAVAL BILL

Mr. Borden's Quebec Followers Anxious to Have a Plebiscite Taken on the Naval Question---Do not Want a General Election As Extraneous Issues Might Creep In---Mr. Loggie of Northumberland Effectually Replies to Arguments Advanced by Mr. Crocket

Ottawa, Feb. 24—The Nationalists have finally got an amendment of their very own on the naval question before the House of Commons. Their two previous attempts on the resolution stage of the Borden proposals to secure consideration for their plebiscite idea without committing themselves to any naval policy whatever were frustrated by the Speaker's ruling.

Mr. Verville had got in first with an amendment declaring for an appeal to the people before parliament accepted the Laurier proposals, in preference to the Borden contribution idea. Before the first vote was taken two weeks ago, two Nationalist amendments for the repeal of the Laurier naval act, for a plebiscite and for representation in imperial councils before any permanent policy of imperial co-operation in naval defence was adopted, were ruled out of order, as either having been previously voted upon or were in substance the same as the Verville amendment.

The Nationalists were obliged to vote both against the Laurier amendment and the Verville sub-amendment, and also against the Borden resolution, but they got no straight amendment and vote of their own before the House.

A PLEBISCITE AMENDMENT.

Late tonight, after the private members' business on the order paper had been exhausted, Mr. Gullbault got in, as the first speaker on the resumption of the naval debate. He succeeded in getting the Speaker to declare in order an amendment setting forth that the appeal to the people contemplated in the Tariff amendment should be taken not by the medium of a general election but by a plebiscite. For this the straight Nationalists will be able to vote as against both Liberals and Conservatives.

Mr. Gullbault urged that if the appeal was made by way of a general election, many extraneous issues would be dragged in and the real opinion of the people on the naval question would not be definitely declared.

Incidentally, although he did not say so, this would also obviate the necessity of the Nationalists appealing for re-election. He proposed that three questions should be submitted to the people. First, as to whether they favored the government's present emergency policy; second, as to whether they favored a permanent policy of a Canadian navy as proposed by Sir Wilfrid Laurier; third, as to whether they favored a policy of direct contribution.

Mr. Gullbault on the ground that it tended toward militarism, which was repugnant, he believed, to most Canadians. He believed the government's present proposals were not authorized by the people and the government majority did not truly represent what the people want.

As far as Quebec was concerned, he believed that the vote of 1911, which returned a majority of Laurier supporters from that province, did not mean an endorsement of the Laurier policy in naval matters. It was rather a triumph for the name and prestige of Sir Wilfrid in his native province. This might happen again if a general election were now brought on.

Mr. Gullbault's amendment was seconded by Mr. Boulay.

Mr. Loggie of Northumberland, got the floor at midnight and condemned the floor at midnight and condemned the Liberal proposal would produce a useless navy. On the contrary, he had a good deal of experience of marine affairs and thought the proposals were most practical. He reviewed the speeches of Premier Borden, Mr. Foster and Mr. Hazen, much to the disadvantage of those gentlemen.

Mr. Loggie said there should be a compromise to take this question out of politics and the compromise should be upon the resolution of 1909, to which both parties are agreed. If the Conservatives would not agree to this "we should ask the people to decide between the two policies now before parliament, not by a plebiscite but by a general election."

ALLIANCE HAD LIVELY SESSION THIS MORNING

The New Brunswick Branch of the Dominion Alliance met this morning in convention, the place of meeting being the Y.M.C.A. Hall, York street. The morning session began at 10 a.m. At 2 p.m. the convention resumed and at eight o'clock tonight there will be a mass meeting at St. Paul's Presbyterian Church, at which the principal speakers will be Rev. Dr. W. H. Smith, pastor of St. Paul's, and Dr. T. A. Moore, secretary for temperance and moral reform work for the Methodist Church in Canada. Dr. Moore is at the Queen.

Mr. S. B. Bustin, president of the branch, was in the chair. The morning session was devoted entirely to discussion on the question of the advisability of sending a delegation to wait upon the provincial government and ask for the enactment of a prohibitory law. At Moncton, in December last, the Alliance decided to make the request of the government.

The Fredericton Ministerial Association and other temperance advocates in this city considered the matter and decided that there was greater necessity for a campaign of education and organization and that such was necessary before prohibition of the liquor traffic could be attempted.

His Lordship Bishop Richardson, Rev. Dr. J. H. MacDonald and Mr. L. E. Bliss were appointed a committee to present those views to the convention.

This morning in the convention, Mr. C. N. Vroom of St. Stephen, seconded by Mr. S. Alward of Kings County, moved a resolution to the effect that a delegation wait upon the government.

Bishop Richardson explained the views of the Fredericton people in the matter, urging that further organization and education was needed before such a request should be made of the government.

Rev. Dr. MacDonald agreed with Bishop Richardson and emphasized the necessity of a campaign of education and organization.

OPPOSING OPINION.

Rev. T. D. Bell said that he was entirely opposed to the opinions expressed by the two former speakers. If it was desired to prevent a child from being burned, the better method would be to remove the stove. (Laughter.) It was for a similar reason that a prohibitory law was being asked. He favored asking each year for a prohibitory law. Importunity would meet with its own reward.

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