

THE VALLEY RAILWAY BILL DISCUSSED BY FLEMMING

Hazen's Hybrid Scheme Finds a Humble Apologist in the Provincial Secretary—Bolsters up a Weak Case by Abuse of Mr. Carvell, M. P.

The House met on Saturday at three o'clock.

Hon. Mr. McLeod presented the standing Rules Committee Report.

Mr. Munro presented the Municipalities Committee Report.

Hon. Mr. Hazen presented the report of committee on Law Practice and procedure.

Mr. Dickson presented the report of the Agricultural Committee.

Mr. Lowell gave notice of enquiry with reference to bridges in the Parish of St. George, Charlotte County.

Mr. Woods moved that Rule 79 be suspended to permit the introduction of a bill to incorporate the St. John & Quebec Railway.

Hon. Mr. Maxwell moved to suspend Rule 79 to permit of the introduction of a bill relating to the Imperial Dry Dock Co., St. John.

Hon. Mr. Hazen introduced a bill to incorporate the Gibson and Minto Railway Company.

Mr. Woods introduced a bill to incorporate the St. John and Quebec Railway Company.

Mr. Hatheaway introduced a bill to amend the Act to aid in construction of the Imperial Dry Dock, St. John.

Mr. Hartt presented the petition of the Town of Milltown.

Mr. Tweeddale presented the petition the Tobique and Campbellton Railway Company in favor of their bill. He also moved to suspend Rule 79 to permit of the introduction of that bill.

The House went into committee of the whole. Mr. Cyr in the chair, and agreed to the following bills:—

Relating to the estate of the late H. C. G. Ketchum,

To permit of the adoption of Thelma M. Price.

To permit of the adoption of Irvin H. Teakles.

To legalize the valuation of the County of Victoria; and

To enable the Roman Catholic Bishop of Chatham to dispose of certain lands in Kent and Northumberland County.

Hon. Mr. Hazen moved that the ordinary sessional allowance be paid to Dr. McInerney unable to attend on account of illness.

The House again went into committee, Mr. Sproul in the chair and agreed to the following bills:—

The bill to amend the Judicature Act, 1909; to amend the New Brunswick Railway Act and the bill to permit of an exchange of lands between His Majesty the King and the heirs of Wm. Darrah, deceased.

Mr. LaBaillois gave notice of enquiry with reference to the application of Henry Duquesne for fifty thousand acres of land for settlement purposes.

The House again went into committee, Mr. Sproul in the chair for further consideration of the bill in aid of the construction of the St. John River Valley Railway.

HON. MR. FLEMMING'S SPEECH.

Hon. Mr. Fleming said there was no difference of opinion as to the importance of the legislation under consideration and there as to the importance of the legislature under consideration and there was no difference of opinion as to the careful consideration which was due it and with which members of the House agreed it should be approached, recognizing its importance and what it placed on the Province. He was sure the members of the House were pleased at the moderate and careful statements of the leader of the opposition which showed a spirit of fairness and equality with the also calm and dispassionate statement of the member for Carleton who sat opposite (Laughter) and who had tried to make a great deal out of what he claimed was an attempt to railroad the bill through the House. Such a statement would have no effect upon the members of the House as they knew the bill had been read a second time on Wednesday by the unanimous consent and if the junior member for Carleton had entered an objection this could not have been done. If the bill had gone along in the ordinary course of events and had not been read a second time on Wednesday it would have been read a second time on Thursday and would then have come up in committee in the regular course of events on Friday.

The House knew what the people of the Valley wanted, they wanted a railway; and the people of the rest of the province were willing that they should have it. The member for Carleton had censured the government, because they had not railroaded a bill through the House on the last day of the last session and now he says that this government should be condemned because it was railroaded this bill through the House.

Taking up the various steps which had been taken by this Government to bring about the building of the road, Mr. Fleming said a delegation representative of all the country from the City of St. John to the County of Victoria had come before this House and had represented that

in the past any aid which had been granted toward the building of a road was not sufficient to bring about the building of the railway which was so much needed.

They requested more aid than ever before and the Premier, instead of waiting said that the government would grant aid to the extent of \$25,000 per mile which was almost twice as much as ever before given, on condition that the Dominion Government grant the regular subsidy and lease the road as a part of the I. C. R. system paying forty per cent, of the earnings as a rental. This was accepted by the delegation as perfectly satisfactory and they were told to go to Ottawa to get the consent of the Federal Authorities to their part of the scheme. A delegation went to Ottawa almost immediately and placed the proposition before the Dominion Government and the Premier of Canada said that they had come with a new and definite proposition.

No answer was received from the delegation's request until April 28th one day before the closing of the last session when Mr. Winslow, the Secretary of the St. John Valley Railway Co., received an answer from Mr. Carvell in a telegram in which he stated that the Federal Government had no detailed information and thereupon set forth to tell this government what it should do; he said that it should pass legislation guaranteeing bonds to \$25,000 a mile on a proposition about which absolutely nothing was known.

The leader of the opposition had said this government should have carried on some negotiations. They had appointed a committee to do this and had notified the Federal authorities to this effect, but to this day, Ottawa apparently saw no need for such a meeting but gave it an excuse at the time that some of their members were out of the City and that the matter could not be very well taken up.

Up to November 19th another move had not been made and he mentioned this simply to show that any delay there had been was caused by the Federal authorities at Ottawa. In November a new feeling came over them and Carvell, the great and only Carvell, the Great I Am, called the liberal members together in party caucus just to show that he had no political feeling in the matter.

Hon. Mr. Fleming next referred to the Woodstock meeting and devoted considerable time to abuse of Mr. Carvell, M.P., for whom, naturally enough, he does not entertain very kindly feelings. The fact that Mr. Carvell was about one thousand miles away at the time may have caused the provincial secretary to express his mind a little more freely than he otherwise would have done.

Hon. Mr. Fleming, continuing, said that the guaranteeing of bonds on 200 miles of railway at \$25,000 per mile was realized to be a big proposition. It meant increased wealth and development for the fertile section through which it would pass with its great opportunities for development and it also meant placing a liability upon the province; but he was willing to accept this in consideration of the great good to the province which the building of this railway would bring about.

It is intimated that the Federal government had promised something unusual in the way of double subsidy for this railway, but the Federal government offered not one more cent in subsidy than was provided under the provisions of the Dominion Railway Act which applied to every railway in Canada no matter whether they were little branch lines or whether they passed through the most obscure country imaginable.

The bill was made up in three parts and he felt the government had accomplished something which he did not think they could do and for which they should be congratulated in having brought down a bill two thirds of which pleased the member for Carleton who sat opposite.

Part two of the bill provided for a bond issue of \$25,000 per mile on what might be called operation, if the road was up to the standard provided by Mr. Pugsley and later approved by Sir Wilfrid Laurier. The leader of the opposition had said in his speech yesterday that it was impossible to build a road up to this standard for the amount of the bond issue and the subsidy. He did not know if the official reporter got that part of the speech down or not, but if he did it would displease Mr. Carvell, because he (Carvell) had said at a meeting at Carleton county that the road could be built up to the high standard named by the federal authorities for \$31,000 and he knew it. And he then proceeded to tell the meeting that the reason he knew it was because he had had an engineer, a Mr. Balloch, who was a reputable engineer, working on

plans and profiles of the G. T. P. at Ottawa, and his report was to that effect.

It was asked why the conditions in the second and third parts of the bill were not the same and he would tell the hon. gentlemen that if the standard had been placed in part two of the bill at less than Sir Wilfrid Laurier and Dr. Pugsley named it would have been said that they were making the proposition which they knew the federal government would not accept. If the conditions were too onerous it was not the fault of this government; they were precisely those laid down by Hon. Mr. Pugsley and approved by Sir Wilfrid Laurier, and it was impossible for this government to vary from those conditions.

Hon. Mr. Fleming said he did not believe there was much faith to be put in the claim that the road under part 2 connecting with the Grand Trunk Pacific Railway would derive much transcontinental business for St. John through its Grand Falls connection. The G. T. P. would carry its through freight over its own rails, rather than dividing up its freight rates with this road on which the haul rate would have to be divided on a basis of 60 and 40 and under those circumstances the G. T. P. would not send any of its traffic that way.

Mr. Robinson—That would not affect the National Transcontinental.

Hon. Mr. Fleming said that it would effect them most directly as freight rates had to be divided up to so much on each section and the valley road would get its share for what was hauled over its tracks.

Mr. Tweeddale said the business could be routed via the Valley road by the buyer and thus ensure business for the road.

Hon. Mr. Fleming said that when the Grand Trunk Pacific could carry the business over their own steel they would certainly do so. He did not hardly think that men away out west could specify that their shipments for across the Atlantic must be routed via the Valley road.

ABOUT THE C. P. R.

A claim had been put up that the C. P. R. had something to do with the railway described in part 3. His hon. friend from Carleton on the other side of the house in the course of a speech full of denunciation of the C. P. R. had referred to the troubles which he said that road brought upon the country. He (Fleming) had probably met with as many of the troubles and difficulties in that respect as his friend, but as he went about Carleton county he looked with pleasure upon all that the enterprise and business energy of the C. P. R. had done for that county and he had always found it as a corporation just as willing to meet the needs of the locality as any other corporation in the country. He had occasion to enquire into the question of some rates a short time before and he found that on the Bangor and Arroostook Railway, for a distance equal to that between St. John and Woodstock, that railway charged just double the C. P. R. did for carrying freight between those points. That did not look as if the C. P. R. was exacting the last pound of flesh it was entitled to.

Gentlemen who were negotiating with them had assured them that the C. P. R. had no connection whatever with their proposed undertaking but even if that declaration had not been made let them look if it was a case where the C. P. R. was so interested as was sought to be made out. The line would begin at Andover, passing down through Centerville and Lakeville on to Woodstock, Fredericton and Gagetown and so on to a point on the C. P. R. near Westfield, and not one single mile of that railway but would divert traffic from the C. P. R. Did any sane man suppose that under such circumstances the C. P. R. wanted another line built? That railway gets fifty per cent of its traffic from Wicklow and the surrounding parishes and would it like to see another line brought down through the same districts which would rob them of that traffic. There was hardly any traffic that in the county of Carleton or above it that the C. P. R. did not get either on one side of the railway or the other and there was every reason why they should not want to see another line built. Hon. gentlemen opposite had been saying that the government had been delaying the construction for so long because they were influenced by the C. P. R. Now they said that the C. P. R. were still at the bottom of the trouble only this time they wanted the road built. He wished to point out that because the proposed line would tap the C. P. R. at Welsford that was no evidence whatever that it was a C. P. R. proposition.

GRAND FALLS CUT OUT.

The hon. member for Victoria had said that the railway they provided to build under part three only provided for construction of a road from Andover whereas it should go higher up to Grand Falls. That was a good county and should not be deprived of railway facilities. He (Fleming) agreed that it was a good county. In fact, there was no better, but it was also a fact that the C. P. R. already had a road through it and in another year or two the Transcontinental would also be running through it and the distance between the two lines would be comparatively short. If the proposed new road should have commenced at Grand Falls there could be no doubt that it would add to the convenience of the people in the districts. But at the same time it was already well supplied with railway accommodations but the road would

not commence at Andover. It would come from Quebec across the State of Maine to Andover.

Mr. Tweeddale—We have built too many railways in the United States already.

Mr. Fleming said he did not know what the hon. gentleman meant. The only Canadian railway that he knew of that went through the State of Maine was the C. P. R. in its branch from Megantic to St. John and his friend would surely not deny that St. John was entitled to all the conveniences resulting from the building of the C. P. R. through the State of Maine.

Considerable reference had been made to the large amount of traffic which might be expected to come over the road if it was built from Grand Falls under the conditions laid down by Mr. Pugsley. Because it was intended to tap the Transcontinental at that point it was said the traffic would be diverted from that road down the valley. But if it was built on the alternative scheme as provided by part three they would get more through traffic than by the other route. Commencing from Quebec it was a much shorter and direct line down to St. John which would save time at a cost sufficient to give such an advantage in the way of traffic which could not be successfully competed against by any other line. It was hardly possible to realize the comparatively short distance it was from Andover until one came to look at the map and compare it with the route of the G. T. P. or the Intercolonial.

Continuing, Mr. Fleming said that he did not know whether McKenzie and Mann had any roads in Quebec in 1907, but at the present day their line ran into Quebec. As would have been seen from the newspapers, they were commencing to operate a line of steamships to Great Britain. They would run from Bristol to Quebec in the summer and to some Atlantic port in the winter. The line the government proposed to build would have an opportunity of connecting with the McKenzie and Mann system at Quebec. By this means freight coming to St. John would save a distance of 300 miles over the I. C. R., and 150 over the Transcontinental. McKenzie and Mann would either have to acquire running rights over the valley road or purchase it right out, but the valley road would have access to the whole Canadian Northern system and would be the means of attracting the enormous traffic which was yearly increasing from the west to the port of St. John.

His friends opposite said that the proposal stipulated for by Mr. Pugsley was a perfectly safe one, but that the alternative scheme was exceedingly dangerous. His hon. friend from Gloucester said that the people would be horrified if the road was constructed according to the scheme in part 3. Well, the government was not at all particular. They were just as fond of part two as they were of part 3. They both belonged to them, and both were originated by them, and if they could get the road constructed under part 2 they would do so, but if they failed they would fall back on part 3. It was said that if the road was built under part 2, 40 per cent. of the earnings would not pay the interest on the bonds. He agreed that at first probably the province would have to pay a share of the interest, but as time went on and traffic increased and the business of the company became greater than the province previously paid, but when they referred to the alternative scheme, what did his friends say about it except that it was highly dangerous. If they would refer to section 29 of the bill, they would find that before the government would guarantee the bonds, the company must deposit with the government or some bank, \$3,000 a mile as each section was completed. That money would be held to provide for the payment of interest during the construction. That would necessitate the payment by the company of no less than half a million dollars, which would be deposited in the hands of the province. When it was remembered that \$3,000 a mile would satisfy the interest for three years, they must surely admit that the province would be fairly safe. He did not expect to see the three thousand dollars exhausted in three years. The government would retain that portion of the deposit which was not used in making up the interest as a safeguard against any portion of the interest unpaid in the fourth or fifth or subsequent years. Before any company signed a contract for a guarantee of bonds, they must show that they were pre-

NOTICE

The Board of Assessors of taxes for the City of Fredericton in the present year, hereby require all persons liable to be rated, forthwith to furnish to the assessors, true statements of all their real estate, personal estate and income; and hereby give notice that blank forms on which statement may be furnished under the city assessment law, can be obtained at the office of the assessors, and that such statements must be perfected under oath and filed in the office of the assessors within thirty days from the date of this notice.

Dated this 16th day of March, A. D., 1900.

JAMES FARRELL,
Principal Assessor.

March 16—dimo.

D. J. SHEA TINSMITH AND PLUMBER

Every Facility for Doing First Class Work

When you want Repair Work in the Plumbing or Tinsmith Line Call or Telephone

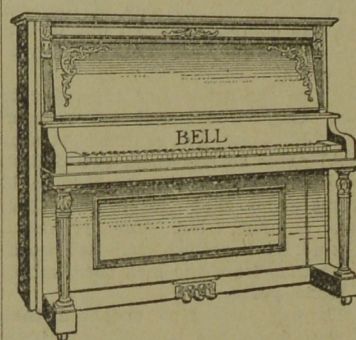
WE'LL DO THE REST

OFFICE AND WORKROOMS, CARLETON STREET

We are the Piano People

We Handle the Finest High Class Pianos to-day on the Market.

There can be no question about it



HEINTZMAN & CO.,

The Gourley

The Bell

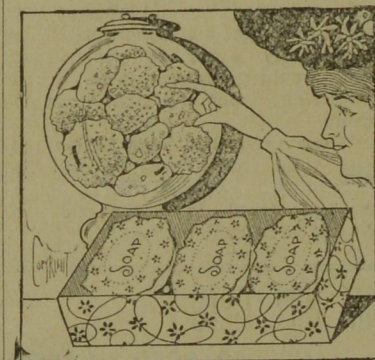
Are undoubted the Best that Money can Buy.

McMURRAY & CO.

[8] FREDERICTON

pared to put up ten thousand dollars a mile over and above the amount provided by the guarantee of bonds and the subsidy, and that such ten thousand dollars was available for construction. That meant that the company would have to put up over

(Continued on page 3.)



NECESSARY TOILET ARTICLES are the sponge and soap. You'll find our sponge soft and pliable and well adapted for its purpose.

Our soaps are especially something we can justly pride ourselves of. They are highly perfumed, made of ingredients that will not injure the skin, and with an aim to beautify the complexion.

YOUR BEAUTY

will not be affected by its use.

Our soaps come neatly wrapped in boxes that are very attractive in appearance. A full line of high grade drugs always in stock

STAPLES PHARMACY

York Street 2

ALONZO STAPLES - Prop.

NOTICE OF SALE

To Odilon Fortin of the City of Fredericton in the County of York, Yeoman, and to all others whom it may in any wise concern.

Notice is hereby given that under and by virtue of a Power of Sale contained in a certain Indenture of Mortgage bearing date the first day of May in the year of our Lord one thousand nine hundred and five, recorded in the York County Records in Book Y-5 pages 114-117, made between the said Odilon Fortin of the one part, and Henry Montgomery-Campbell of Apohaqui in the County of Kings, Esquire, of the other part, there in pursuance of the said Power of Sale and for the purpose of satisfying moneys secured by the said mortgage, default having been made in the payment thereof, he sold at Public Auction on Saturday, the ninth day of April, at twelve o'clock noon in front of the Post Office in the City of Fredericton in the County of York, the lease and leasehold lands and premises described in the said mortgage as follows: "All that certain piece or parcel of land and premises situate lying and being in the City of Fredericton aforesaid, abutted and bounded as follows: North easterly on Charlotte Street one hundred and two links northwesterly two hundred and fifty links along the side line of lot number four south westerly one hundred and two links along the rear line of lot number twenty six and south easterly two hundred and fifty links along the side line of lot number two, the said piece of land being known as lot number three containing one quarter of an acre, more or less, and being the same land lately under lease to the late James Daley" together with all and singular the buildings and improvements thereon and the said lease and any and all rights of renewal or other rights thereunder.

Dated at Fredericton aforesaid, this twenty fifth day of February, A. D. 1910.

J. F. Winslow
Solicitor for the Mortgagees.
(Sd) H. MONTGOMERY-CAMPBELL
d. 1 mo.

WOOD FOR SALE

A few loads of hard pine fire wood from the old highway bridge still on hand. Price \$2 per load. Furnace and stove wood always on hand.

R. T. BAIRD

Telephone 413.

CLASSIFIED ADS.

not exceeding one inch, one insertion, 25 cents; three insertions, 60 cents; one week \$1.00; one month, \$2.50.

TO LET

Dwelling house, store and warerooms. Possession given immediately. Apply to F. B. Edgcombe.

TO RENT—3 new 6 room flats near University Ave., with bath. Flat Brunswick, above York House. George Chaiters embraces a rare and choice list of ready sellers in both FRUIT and ORNAMENTAL stock. SEED POTATOES, &c.

Write for terms and catalogue. STONE & WELLINGTON The Fonthill Nurseries, (Established 1877) Toronto, Ontario

WANTED

BOY WANTED—To learn the printing business. Must have a fair education and be well rested. Apply at the Mail office.

WANTED.—At the Mail Office a printer. Must be an all round man. Good wages and steady employment guaranteed.

FOR SALE

New Milch Jersey cow. Wanted a single horse sloop. Apply to P. O. box 199, City. Mar. 16—dtf.

FOR SALE.—A South American parrot. Young bird. Can talk, crow and whistle. Apply at this office.

PROFESSIONAL

MARITIME DENTAL PARLORS

J. B. CROCKER, D. D. S. All dental work done by the latest and improved methods. Teeth extracted absolutely without pain. Special attention given to treating and saving natural teeth. Work done at reasonable prices. Hours: 9 a. m. to 8 p. m. Office, Kitchen Building, Queen Street, opposite Post Office.

DR. McMURRAY

has obtained a supply of the latest American anaesthetic for painless extraction and similar operations on the teeth. It is a scientific formula and not a "method." Its great advantage is that there is no soreness of the mouth, swelling or sloughing of the gums or tissue after its use, and positively NO PAIN guaranteed. Dr. McMurray is always ready to extract a tooth or relieve a tooth-ache at any time after hours as he has the advantage of having his house and office in one. Corner Queen and Regent Sts.

W. J. IRVINE, D. D. S.

and Special Practitioner's Certificate from Chicago College of Dental Surgery. Artificial teeth inserted in gold, aluminum and ordinary rubber plates. Crown and Bridge work executed in gold and porcelain, after latest and best methods. Anaesthetics, local and general, applied and administered for painless dentistry. Office, Chestnut Building, Queen Street—Phone 37-11

R. W. McLellan P. J. Hughes

McLELLAN & HUGHES

BARRISTERS and ATTORNEYS

Money to Loan at Low Rates R. E. Security