

The Daily Mail

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Fredericton, N. B., March 24, 1910.

GIBSON AND MINTO RAILWAY

The construction of a line of railway to connect Fredericton with the Queen's county coal fields is one of the highest importance to this community. For many years the principal supply of soft coal consumed in Fredericton came from Grand Lake. It was brought here in the summer season by water and in the winter, was hauled over the roads. What is used here now comes largely by water, but that necessitates storage for many months and while transportation is cheap the cost of storage and the extra handling not only takes from the quality of the coal but also adds to the price. As Fredericton grows in importance as a manufacturing centre, the consumption of coal will increase and a regular supply become necessary. This can only be secured by the construction of a railway direct to the coal fields.

A charter for the Gibson and Minto railway is now being sought. The charter asked for is a most comprehensive one and seeks to control not only the transportation of coal, but the coal fields also. The company are seeking powers to own and operate barges to generate and distribute electricity and to purchase the railway now owned by the province. Such a company would be a great monopoly. If wisely managed it would be of immense good but if managed exclusively in the interests of the company without regard to either public or private rights great injury would result and the people would suffer in consequence. The government of New Brunswick own very considerable areas in the coal fields of Queens and Sunbury and if these were handed over to the company other coal mines might be penalized in Pennsylvania the great transportation companies which controlled many mines so conducted their business that many small mine owners were ruined. The bill at present before the house contains no provisions to safe guard the interests of the people. Before this bill becomes law a section should be added that would ensure all mine owners in the coal district equally fair treatment. The rights of municipalities should also be guarded. When this is done no one would object to it. Until the company desiring the charter is brought directly under the control of the governor-in-council and its tariff and other rates subject to their approval the bill is objectionable on many grounds.

VALLEY RAILWAY BILL

The Valley Railway Bill has passed through the House with a few amendments, which make it less objectionable than it was when originally introduced. As it stands now it is possible for the government of New Brunswick to arrange for operation by the Intercolonial Railway, provided the company undertaking its construction is able to make satisfactory arrangements as to grades with the government of Canada. As placed before the committee, Andover was fixed upon as the northern terminus of the road. This has been changed to read any other place in the county of Victoria, thus making it possible to extend the line to Grand Falls, where it will connect with the Grand Trunk Pacific. It was also decided to rearrange another section under which any surplus in the earnings after the interest on the bonds is paid, would go to the company.

These are somewhat important concessions and as before stated, remove some of the most objectionable features of the bill so far as the construction of the railroad is concerned, but only so far as construction. There is no doubt in the minds of anyone who has given serious consideration to the bill that part two is in every way preferable to part three and had the government been willing to have made a few apparently minor concessions, would have ensured the construction of the road and its management as a part of the Intercolonial system. Nearly everyone who spoke stated a preference for this management, but none seemed anxious that their leader should make the concession asked for by Mr.

Robinson.

The adoption by Mr. Hazen of part three as his own plan may or may not bring about the construction of the railway. If it does it will be at great financial risk to the province, for while the bill provides for a connection with the Grand Trunk Pacific at Grand Falls, there is no provision calling upon the company to enter into any arrangement as to traffic. The connection spoken of with the Quebec bridge is more hazy still. Mr. Hazen refused to incorporate into his bill a section requiring the company to construct a line through Maine, concurrent with the construction in New Brunswick.

The whole of part three of the bill is very loosely drawn as compared with part two and leaves altogether too much latitude in the hands of the company. There is still a survey to be made and that is about the only thing that is sure to occur. What that survey reveals will no doubt have a great effect on the future of the road. In any event, the policy of the government has made it impossible to commence construction of the road until next season. And it may be that there will be another session of the House before anything is done.

The Ottawa Free Press, referring to the conference of provincial editors at St. John, says: "The provincial men were armed with facts, and they gave the city chaps a great inspiration when they told of the inner greatness of New Brunswick. There was not a single note of pessimism. It was admitted that the rural communities needed a new impulse; that the country and the towns must advance side by side or the growth was not helpful. The editors from the country gave the impulse to the city chaps, and they would take a good chunk of inspiration home with them."

St. Andrews Beacon.—Hon. Mr. Grimmer once declared that a local railroad down the St. John Valley would not pay for the grease on the axles of the trains. But he and his associates are now trying to foist such a road upon the province. Evidently the "grease" has been forthcoming.

Solicitor General McLeod does not appear to have been in evidence at the reception in the Tory club rooms on Tuesday evening. Mr. Pinder was present, however, and made a speech but neglected to apologize for the absence of the solicitor general. Mr. Young, Mr. Robison and last but not least Mr. O. S. Crockett were also on the program.

NORMAL STUDENT BECOMES A BRIDE

Mr. Ernest Ryan, chef at the Queen Hotel, and Miss Kathleen Donahoe, of Newcastle, who has been attending the Normal School, surprised their many friends by being quietly married at the Cathedral yesterday afternoon. Mr. and Mrs. Ryan left for St. John last evening. The groom is well-known in the city, is a member of the 1st Regt. Band, and has been prominently identified with athletics. The bride is eighteen years of age and was a member of Class B at the Normal School, which she had attended since September last. The license for the marriage was obtained on March 21st. Both parties are of age. It is expected the couple will return to Fredericton shortly, and make their home here.

DR. COOK DUE IN NEW YORK TODAY; NO MONEY

Bellingham, Wash., March 24.—Dr. Wm. H. Axtell, a personal friend of Frederick A. Cook, received a letter recently from Mrs. Cook, dated Valparaiso, Chile, in which she says the explorer is broken in health, without funds and unable to continue his fight to establish his claim that he discovered the pole. Dr. Axtell said: "Mrs. Cook says that her husband has no funds with which to go to the Arctic regions after the proofs required by the University of Copenhagen and that if he had the necessary cash he knows of no one he could trust to do the work for him." Dr. Axtell added that according to the letter the explorer and his family will arrive quietly in New York soon and settle down for a quiet life.

SUDDEN DEATH AT ST. ANDREW'S

St. Andrews N.B., March 23.—Michael Hickey an aged and respected resident, fell dead this evening while entering his doorway with an armful of kindling. He had been in his usual good health. The deceased leaves a widow and seven children, all of the latter residing in Boston.

Go to Edgecombe's and get something new for Easter Sunday.

"THE CHILD OF THE REGIMENT" TONIGHT

That Gal O' Howard's, a southern comedy drama with an excellent plot, was the Wednesday night offering at the city opera house by the Myrtle-Harder Company. This play was entirely different from any that this popular company has ever produced here, and met with favor from the big audience that was present. Miss Myrtle was seen in one of her best parts that of Sal Howard, a southern girl, and made an ideal heroine. Mr. Burton was also seen to good advantage, likewise Mr. Kaiser and Mr. Christie. Messrs. Marsden, Morgan and Brandon all did excellent work, while the ladies all took their parts in a painstaking manner. Tonight that powerful military play "The Child of the Regiment" will be put on. The entire production will be put on tonight and all the specialties will be changed. Prof. Hall will show how he trains his dogs.

MT. ALLISON DEBATORS DEFEATED BY ST. F. X.

Sackville, N.B., March 23.—Tonight the St. Francis Xavier debating team consisting of M. J. Coady, leader; S. P. McDonald and J. M. H. Coady won in a clever oratorical contest, with the Mount Allison team, made up of J. S. Astbury, leader; N. M. Guy and P. A. Fitzpatrick.

The contest was close and the were out over twenty minutes. The resolution debated was: "Resolved, that the parliament of Canada ought to enact legislation providing for the full investigation of disputes between labor and capital by courts of arbitration whose decision shall have the force of law and be final, subject only to an appeal to a central court of review specially constituted for the purpose, with the usual powers of a court of final resort."

The judges were Judge Russell Halifax; Judge Carleton, Woodstock, and J. M. Baillie, M.P.P., Pictou. The debate was of a high order. If there was any deficiency in oratory it was more than made up by the arguments adduced.

PERSONAL.

Miss Margaret Atkinson and Miss Nellie Killam, of Mt. Allison Ladies' College, Sackville, are spending the Easter vacation in this city.

Transcript.—Mrs. J. M. Lyons, who has been confined to her home for some time, leaves Thursday for Fredericton, to spend some time with her sister, Mrs. Cowie, at St. Ann's Rectory. Mrs. Lyons will also visit at Sussex en route home.

Mr. Dow Vandine of the customs department, is confined to his residence by illness.

George Bonhag said some time ago that Tait would in all probability beat him next summer. The New Yorker didn't have to wait.

MARRIED

At the Methodist Parsonage on March 14th, by Rev. J. W. McConnell, William Estey of St. Marys, N. B., to Mabel Estey of Upper Durham, N. B.

At the Methodist Parsonage on March 24th, by Rev. J. W. McConnell, Thomas Nash of Maquapit Lake, to Minnie E. Jordan of French Lake, N. B.

Bijou

TO-DAY

Patrician and the Slave
A Splendid Historic Picture containing Beautiful Scenery and
4 Funny Comedies 4
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Daily Matinee 3-5 p. m.

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5 BIG VAUDEVILLE ACTS 5

Seats now on sale at Wilkes' store. Buy your seats early. Special arrangement. Marysville train will leave after the performance Monday evening. March 17.—dlwk.
Marysville train will be held balance of this week.

March 24th 1910

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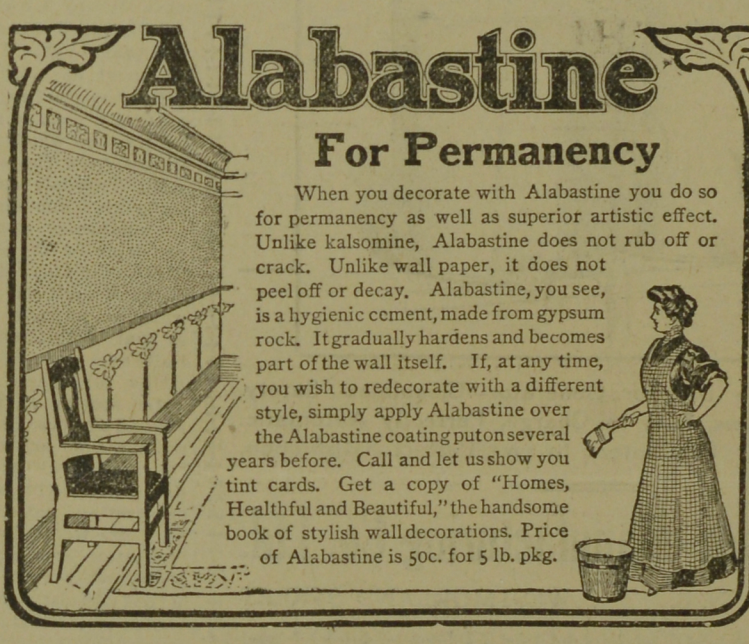
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