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# Flemming Government Forced to Adopt Plan Outlined by Dr. Pugsley

(Continued from page one)

the International boundary, thence across the State of Maine to the Quebec bridge was finally decided upon. The members of the government were favorably impressed—anything calculated to down Pugsley and Carvell would impress them—and demands were made upon the Ottawa authorities for the Federal subsidy. Hon. Dr. Pugsley, however, did not prove the easy mark that was expected and he met the demand for the subsidy with a demand for details in regard to the scheme. The Tory papers began to howl and sling mud at the Federal minister, but he stood firmly by his guns. About this time Hon. Mr. Hazen left for England to attend the coronation and Hon. Mr. Fleming continued the negotiations. A correspondence between the acting premier and Hon. Mr. Pugsley ensued, and was made public through the medium of the press. In reply to a letter from Hon. Dr. Pugsley for details of the proposition Hon. Mr. Fleming wrote from Harland under date of May 25th last as follows:

#### FLEMING'S SCHEME.

"Mr. Gould states his intention to build the railway from St. John through the St. John valley to the International boundary. He gives you the information that his arrangements are completed for construction across Maine; that the road will be operated by steam and will be up to the standard provided for in part 3 of our act; yet in your favor to me you say that you are unable to find anything in his (Gould's) letter which would justify your granting the subsidy. I must say, in all frankness, that I cannot see how you could justify a refusal of this subsidy to this railway."

"While the federal government, of which you are a member, have accepted the proposal, SO FAR AT LEAST AS OPERATION AND RENTAL IS CONCERNED, THE PLAN HAS BEEN RENDERED ABORTIVE by reason of the standard of construction demanded in your letter of June 19th, 1909."

"We have secured the co-operation

of a company who have arrangements made whereby THEY WILL BE ABLE TO CONSTRUCT A FIRST-CLASS LINE OF RAILWAY FROM ST. JOHN TO THE INTERNATIONAL BOUNDARY IN THE PARISH OF ANDOVER."

"They have also arrangements made whereby they are financially in a position to begin the construction immediately both in New Brunswick and across the State of Maine. . . . 'You speak of the great advantage of having this railway extended to Grand Falls, thus giving the Grand Trunk Pacific a short line into St. John. . . . WERE THE RAILWAY CONSTRUCTED FROM ST. JOHN TO GRAND FALLS I DO NOT THINK THE GRAND TRUNK PACIFIC WOULD SWITCH THEIR TRAFFIC FROM THEIR OWN LINE AT GRAND FALLS BUT WOULD PREFER TO CONTINUE THE TRAFFIC FROM THEIR OWN STEEL TO THE SEABOARD. I WOULD GREATLY FEAR THAT THE LINE, IF SO CONSTRUCTED, WOULD NEVER BE THE CONVEYOR OF ANY LARGE AMOUNT OF OCEAN BOUND TRAFFIC. . . ."

"On the contrary, if your government would grant the necessary assistance, and we are asking nothing unusual, we will be able as soon as the Quebec bridge is constructed, to have a line from the City of Quebec, or from the Quebec bridge, down the St. John valley to the port of St. John."

#### THE COON CAME DOWN.

The acting premier's plaintive appeal failed to move the then minister of public works. In his reply he stated that the legislation enacted by the federal parliament provided for financial assistance for a road from St. John to Grand Falls, and would not be available for any other purpose. This was a solar plexus for the acting premier and he quietly crawled into his hole like a whipped cur. On June 5th we find him writing to Hon. Mr. Pugsley as follows: "While I believe that the plan which we have worked out for construction through the valley, across Maine and to Quebec would give to

the people more competition, better trunk connections and more ocean traffic than the connection to Grand Falls could give, YET IF YOU ARE STILL POSITIVE IN YOUR REFUSAL WE MUST ABANDON THE IDEA."

It was not very long after Hon. Mr. Fleming had "abandoned his idea," that members of the federal and provincial governments got together and practically completed an arrangement for the construction of a railway from St. John to Grand Falls to be operated as part of the I.C.R. system. Now we have the spectacle of Premier Fleming actually going about the country praising the scheme which was forced upon him by Hon. Dr. Pugsley and claiming all the credit for it. A year ago he held that the proposal to extend the road to Grand Falls and have it operated by the I.C.R. was "abortive," and there would be no traffic available for it, but at Woodstock a few days ago, when he officiated at the turning of the first sod, we find him declaring:

"THERE IS NO DOUBT THAT THE (VALLEY) ROAD WILL GET A SHARE OF THE WESTERN TRAFFIC. Someone may say there is no room for more railways, but instead there is no room for jealousies between rival companies, FOR THERE IS ENOUGH TRAFFIC AND TO SPARE FOR ALL THE RAILWAYS THAT CAN BE CONSTRUCTED. IT IS A QUESTION OF GETTING THE RAILWAYS FOR THE TRAFFIC."

"Beginning at St. John, the railway will make connection with a transcontinental railway near Grand Falls. The I.C.R. will have an arrangement to handle traffic of the great Canadian Northern Railway, east of Montreal and Quebec, and the construction of the Valley Railway will bring the I.C.R. to the seaboard by a shorter route than by any other line."

A man who can swallow his convictions so completely as Premier Fleming did in this case is scarcely the man to lead the government of New Brunswick in this progressive age. Having endeavored to fool the

(Continued on page 7)

## BRITISH MANUFACTURERS RECEIVED HEARTY WELCOME

(Continued from page one)

tra, Miss Cooper, Miss Colburn, Miss Valerie Steeves and others.

#### MAYOR HOOPER

His Worship Mayor Hooper officially welcomed the visitors on behalf of the city of Fredericton. He felt sure that every citizen appreciated the honor of receiving a visit from such a distinguished party and he hoped that the party would appreciate the beauty of Fredericton. While the stay had been a brief one the visitors had seen the beauties of the St. John River as well as the city. Fredericton was known as the Celestial City and the visitors could find why it was so-called by reference to the Tourist Association's booklet which they had received. There was plenty of room for industries in Fredericton and it seemed that a new era was dawning. He again extended a very hearty welcome to the visitors.

#### J. T. JENNINGS

Mr. Jennings said that it afforded him great pleasure indeed to supplement the words of welcome of His Worship the Mayor and at the same time to express the regrets of himself and members of the Board that the visit of the distinguished party was of so short duration. It was impossible in such a short time to visit the numerous industries and also to see the golden opportunities for enormous development.

At the present time there was a large expenditure being made on the construction of the St. John & Quebec Railway which would serve to open up magnificent agricultural lands. The railway would also enhance the possibilities of Fredericton and vicinity.

Within easy reach of Fredericton were valuable hardwood ridges where almost inexhaustible quantities of beech, birch and other woods could be secured for manufacturing purposes. On the St. John River there were magnificent opportunities for water power development which would enable manufacturers in Fredericton to obtain cheap power.

Mr. Jennings said he hoped the visitors would carry away the best recollections of their stay in Fredericton and the other sections of the Maritime Provinces.

#### W. LEONARD PALMER

Mr. W. Leonard Palmer of the London Financial News who was the principal organizer of the party expressed his thanks to His Worship the Mayor and Mr. Jennings for their kind remarks. He characterized the welcome as a magnificent one and said that while in every case the visit-

ed they had received a very warm welcome none had been so hearty as that accorded them by citizens of Fredericton because the welcome from the capital of New Brunswick had been greeted by the presence of the ladies. (Applause.)

Continuing Mr. Palmer said that he appreciated very much the honor of speaking in the legislative chamber realizing as he did that the members of the legislature had enacted in that house important legislation and had worked for the maintenance of the British Empire. He could sincerely say that there were no more loyal people throughout the Empire than those in New Brunswick (Hear! Hear!). He earnestly hoped that many of the visitors would make another visit to the province, and at no distant date. There was no province which appealed to him more strongly than New Brunswick. After he had made his inaugural visit some years ago he had become so impressed with the advantages of this province that he resolved to return and his subsequent visits had more strongly convinced him of the inconceivable possibilities of the province. He referred particularly to the beauty of the St. John River, concluding Mr. Palmer said that he had been successful in bringing to New Brunswick a party of sixty-two ladies and gentlemen and he expressed the hope that each of the sixty-two would bring at least one other Britisher to see and appreciate the beauties of this admirable province and that many of the members would remain here permanently. (Applause.)

He again desired to thank the citizens of Fredericton for their great kindness and as it was the last part of their stay in the Maritime Provinces to express his appreciation to all those who had made the visit so enjoyable. While he had fully realized the hospitality of our people this welcome had exceeded his utmost expectations.

#### ALD. BROWN

Ald. Brown of Birmingham also took occasion to thank the Mayor the president of the Board of Trade and the citizens generally for their cordial reception. He said that he had been greatly impressed by the advantages of the province and particularly he had been struck by its unswerving loyalty to the British sovereign.

"You have a lovely country and a lovely climate, and I might also say that you have lovely ladies," said the alderman.

He would appreciate an opportunity to return to New Brunswick feeling sure that he or any other member

of the party could make a very profitable visit.

Mayor Hooper proposed three cheers for the distinguished visitors and the old assembly chamber rang with a hearty response.

This was followed by the singing of "They are Jolly Good Fellows."

Mr. Palmer proposed three cheers for the Mayor and city of Fredericton and an equally hearty response was made by the visitors.

Mr. Sellars for the visitors proposed three cheers for the ladies and the response was vociferous.

Mr. J. J. Howe Dickson moved a vote of thanks to Mr. W. Leonard Palmer organizer of the tour. The motion was seconded by Dr. W. S. Carter and was carried unswervingly. The gathering dispersed with the singing of "God Save the King," the visitors proceeding to the C. P. R. station by motor-cars.

#### MOST ENJOYABLE TRIP

The members of the British party were loud in their praise of the river trip from St. John to Fredericton. The arrangements for the accommodation of the party were excellent. Mr. R. S. Barker of this city was in charge of that portion of the entertainment. Luncheon was served on board, the menu being as follows:—

Consomme Royale	Mixed Pickles
Spanish Olives	Radishes
Lettuce	Sliced Cucumbers
Sliced Tomatoes	Celery
Steamed Salmon aux petit pois	
French Fried Potatoes	
Broiled Live Lobster	
Turkey, Cranberry Sauce	
Roast Prime Ribs of Western Beef,	
dish gravy, horse radish	
Boiled Sugar Cured Ham,	
Champagne Sauce	
Boiled and Creamed Potatoes	
Green Peas	Hubbard Squash
Pudding	
Apple Pie	Lemon Pie
Almonds	Walnuts
Filberts	Layer Raisins
Bananas	Peaches
Vanilla Ice Cream	Sponge Cake
Canadian Cheese	Crackers
Cafe Noir	

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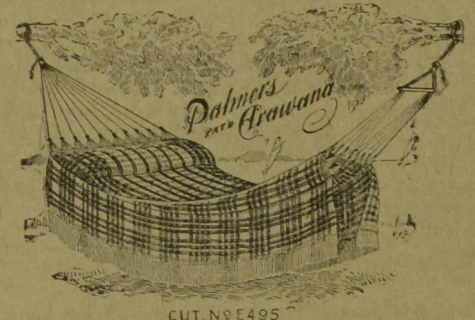
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