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The Daily Herald.

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NO. 68

E. A. O'Brien & Co

Beautiful Waists for

EASTER.

In Persian Lawns, India Lawn, French Batiste, Messaline trimmed with Val, Laces and Insertions. Also German Val's and Baby Irish. Long Sleeves, three-quarter Sleeves, Short Sleeves.

We desire to especially call your attention to the low prices we are offering these Waists for Easter. Prices 69c to \$3.50.

We would like to have you make an effort to see these Waists. Buy or not as you choose, but come in, it will be worth your while.

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We will offer another lot of Dress Muslins, similar to those sold last week, at 15 cents per yard.

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Opposite Soldiers' Barracks.

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-Roger and Gallett-

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Fredericton's Leading Drug Store.

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"The CAMERA FINDER will find much to interest him at our store. We aim to keep in touch with all the doings in Amateur Photography. Of course we have the chemicals used in developing and the various things he needs in following his hobby."

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Opp. Normal School

Fredericton, N. B.

MACKENZIE & MANN MAY BUILD VALLEY RAILWAY

Premier Pugsley's Important Announcement Made to the Legislature.

GOVERNMENT NEGOTIATING WITH THE GREAT RAIL- WAY BUILDERS WHO HAVE SCHEME UNDER CONSIDERATION.

A Budget Speech that has Delighted the House and Country.

On resuming his budget speech in the legislature on Thursday afternoon Premier Pugsley said:

Just before I concluded my speech yesterday I was referring to the amount of work on roads and bridges which had to be attended to by the board of works. I must have corrected an error in the statement I then made. I said we had 46 steel bridges and I should have stated that we had 58 built on stone abutments and of a permanent character which we have built in recent years. Since 1901, since we began to build covered wooden bridges we have constructed some hundred and twenty ranging in spans from 57 feet long to 180 feet long while many of the bridges embrace a number of such spans. Many of the structures are on concrete or masonry substructures, and where this is not the case they are on up to date stone filled cedar crib work. In the opinion of the provincial engineer these upper structures are as permanent as steel, where they are suitable to certain localities.

Criticism Answered.

Some people are criticizing the government for placing the New Brunswick Coal and Railway among the assets of the province and saying that the International, which is owned by the government of Canada, is not among the assets of the Dominion. But I find that the province of Nova Scotia, which has lent certain railways large amounts of money and taken a mortgage on the railway as security, counts among its assets the amount of the mortgage. In the statement of the assets of Nova Scotia, I find the first mortgage on the main line of the Halifax and South Western Railway put down at \$1,787,441. The first mortgage on the Halifax and Yarmouth Railway, \$875,000, and the first mortgage on the Central Railway from Middleton to Lunenburg, \$425,000, making a total of \$2,887,441. The government of Nova Scotia loans the railways money in this way because a straight government bond brings a higher price than a guaranteed bond.

The government of Nova Scotia has found that it is desirable to have first class railways so in addition to subsidies it has lent \$11,000 a mile to certain roads. I have seen comments in some of our newspapers favorable to this action on the part of Nova Scotia and it almost makes me tired to hear persons who belong to the Liberal party criticizing us for doing what they applaud when it is done by the government in Nova Scotia. I see these same parties also applauding the government of Ontario for giving \$25,000 a mile to a railway going north while they condemn us for assisting the International Railway.

The Public Debt.

Referring again to the balance sheet of the Province, I think it ought to be a matter that should afford the greatest satisfaction to my predecessor the late Premier, that when he left the government our net liabilities amounted to very little more than \$3,000,000 and with that small amount of debt we had assets in our forests lands worth at least \$20,000,000. He must be proud to reflect that as a result of his efforts he had obtained for the Province an addition to its income which, if capitalized at 4 per cent, would entirely wipe out this net debt of the Province. It ought also to be a matter of gratification that though we have had large public works to attend to during his term as Premier, he left on interest at Ottawa, drawing 5 per cent, the same amount unimpaired that was there when he accepted the office. Before I get through I will be able to contrast this government with its predecessor and show how much better we have done for the Province than the gentlemen who were in power before us. The financial critic of the opposition finds fault with us because there is an over draft in the account of the Board of Works. Let me ask him to put his finger on a single public work that ought not to have been constructed. Let him point out a wharf or bridge that we should not have built. The

Chief Commissioner need not have had an overdrawn account if he had starved the public services. He need not to have had an overdraft, but that policy would not have been approved by the people of this Province.

People's Prosperity.

I look today with great pleasure on the condition of New Brunswick and also of its people. They have enjoyed a large measure of prosperity and this has extended to all classes, to the farmer, the lum-



HON. DR. PUGSLEY,
Premier of New Brunswick.

berman, the fisherman, I am glad and Lake Superior to Winnipeg, from Winnipeg to Prince Arthur and to Edmonton and they are extending their lines rapidly to the Pacific. They own a railway from Yarmouth to Halifax, and also a line to Victoria Beach on the Bay of Fundy. Their system is to be extended from the Atlantic to the Pacific and they must pass through New Brunswick. I asked this firm if the Central route were chosen by the Grand Trunk Pacific if they would not consider the construction of a line running down the St. John River valley to St. John where they could connect by steamer with their lines at Victoria Beach. A few days ago, when the Central route was chosen, I communicated with them again, and am happy to say that I have now a communication from them to the effect that if reasonable terms can be agreed upon, they will send their engineer to make a report on the line and if it is favorable, will undertake the

Early Construction of the Road.

The government has not yet decided this matter. They desire to move slowly, but we are considering the subject very carefully and we will be very sure before we submit the proposed terms to the House.

With regard to the necessity for this railway, there can be no two opinions. There are seventy thousand people residing in the St. John River valley, in a distance of 132 miles, and most of those people have no railway communication.

Take that portion of the St. John river valley between the towns at Woodstock and Fredericton. It is well settled throughout its entire length and by some of the most progressive and intelligent people of the Province. Along the whole length of the river between Fredericton and Woodstock, there exists

While we regret that the Transcontinental Railway is not to come down the St. John valley, it will, nevertheless, open up large sections of valuable territory. There are on the route of that line within twenty miles of it, 1,750,000 acres belonging to the province and on the line of the International, within a similar distance from the railway, there are 1,100,000 acres of crown lands. We propose to set aside the line for one mile on each side of the railway, so that it will be kept for the people, and not for the speculators so that, whatever profit there is from this line when purchased, for stations and sidings will go into the public treasury.

ST. JOHN VALLEY RAILWAY.

Premier Announces that Government is Negotiating with Mackenzie & Mann to Build the Road.

I have said that I was disappointed at the river route not being chosen but as one of the public men of this country I have kept myself in touch with the firm, which must be considered among the greatest and most successful railway builders in the world.

I refer to Mackenzie and Mann, who ten years ago acquired one hundred miles of railway, and who now own over 3,000 miles of railway in Canada and they have never yet opened a mile of railway that has not paid. This firm has a railway from Port Arthur

but one stretch of woods of perhaps five miles in extent. Some of the finest farming land of New Brunswick is found along this part of the valley, which is without railway facilities of any kind. The farmers are up to date in their methods and equipped with improved machinery for the greater part, but have no ready access to the markets. The land is adapted to the raising of the finest potatoes, but the long haul to any shipping point has prevented the farmers from raising them in any great quantities. There are water powers at Meductic on the Eel River, at Shogomoc and Pokok on the west side, and others on the east side of the St. John River, which are undeveloped because of the complete isolation of this section of the Province.

A large part of the farming land is equal to the best in the Province. Important villages are to be found at such points as Meductic, Pokok, Hawshaw, and Southampton, which are capable of expansion.

Into Important Centres

under different circumstances. As it is now, the farms are well cultivated and the people are enjoying a fair measure of prosperity. There is no wilderness in this valley country. There is still considerable timber land unexploited back from the river, and some very good granite in Southampton. The only thing which prevents the valley region between Fredericton and Woodstock from being among the very finest parts of the Province is the lack of communication with the outside world. There is also in this region abundance of good pasturage and sheep-raising is capable of being developed into a profitable industry.

There are rich stretches of intervals at Lower Woodstock, Meductic and Southampton, and a fine level section of farm land below Hawshaw called the Barony. Occasional or skimming stations are not common on account of the fact that hand separators are to be found in nearly every home. Cheese factories exist at Prince William and Southampton, the output of which is excellent in quality and considerable in quantity.

The nearest markets are in Fredericton or Woodstock, which are reached either by a long haul with teams or by the slow and unsatisfactory method of towboating. Farming is thus carried on under the

Heaviest Possible Disadvantages

and with the least possibility of fair profit.

There is no fairer piece of territory in the world than that on the St. John River, which lies between the south of the Kennebec and Fredericton. Between Westfield and Oak Point there is a piece of country which nature seems to have intended to be the seat of the villas and private residences of wealthy people in St. John, because it possesses the attractions of a seaside resort, all the beauties of an inland river. The time will come when a railway opening it up, many persons residing in the city will make it their homes for the greater part of the year.

Above Oak Point we come to a country even more attractive and admirably suited for agriculture with beautiful intervals which stretch for miles along the river and form themselves into islands which are a source of wealth to those who possess them. On the west side of the river, opposite Spoon Island, there is one of the finest granite quarries in the world, which has been worked for many years, and which would become still more valuable if in connection with a railway. The land to Gagetown and from Gagetown to Oromocto is one of the finest farming districts that can be found anywhere. It has suffered in consequence of the lack of railway facilities. Anyone who has sailed up the St. John River above Hampstead must have noted the magnificent farms and the splendid opportunities for farmers that the country affords. This favored land would have three times its present population.

If Opened up by a Railway.

It was at Gagetown, Sheffield and Mauderville that the first English settlers on the St. John came in 1703 and here their descendants are to be found in large numbers, but the population does not increase because in the winter they are shut up from the rest of the world.

We can easily imagine what this land would become with the stimulus of good railway communication. The same is true of the territory between Oromocto and Fredericton. It is fair and fertile and there are no engineering difficulties in the way of the building of a railway.

It seems to me the time has come when, irrespective of party politics, we should try if we cannot give the people of the St. John valley that railway communication to which they are entitled. (Cheers.)

We ought to have the courage to grapple with this question. I am now only expressing my own views to the House. We ought to be frank with regard to this question. This railway will never be built

THE WEATHER.
Moderate to fresh southwest to south winds, fair and milder today and on Saturday.

with the ordinary subsidy. To make it of any value it must be a first class road and a

Part of the Transcontinental System.

As a local road it probably would not pay but if made a part of Mackenzie and Mann's through line it would make St. John the terminus of a great transcontinental traffic.

If we assist this road it must be by a guarantee of bonds. I would not favor giving \$1 of a subsidy. (Cheers.) I am opposed to more subsidies for building railways. Our policy should be first to make sure that the railway will pay, then let the company use its credit by guaranteeing their bonds.

Mr. Hazen—Where will this Transcontinental railway connect? Hon. Mr. Pugsley—I have not full information on that point, but I understand that it will be at Woodstock or near it. The distance from Quebec to Woodstock is only 328 miles.

I submit that the principle we have adopted with regard to railways is a correct one, for if the road pays the province does not lose a dollar. If we had pursued the same course since Confederation how different our position would have been.

I hold in my hand a list of subsidies granted to railways by this province which now form a part of the Canadian Pacific which I will read.

Subsidies Granted in Aid of Railways.

St. Stephen Railway	\$ 5,764.57
Woodstock Railway	74,800.00
Western Extension Ry.	1,180,000.00
Fredericton Branch Ry.	227,500.00
Houlton Branch Railway	17,500.00
St. John Bridge & Railway Extension Co.	5,500.00
St. Stephen & Milltown	14,000.00
Tobique Valley	70,000.00

Total.....\$1,646,064.57

Add to this 1,600,000

acres given to N. B.

Railway from Gibson

Edmundston, at \$3 an

acre.....\$4,800,000.00

\$6,446,064.57

N. B. & Canada Rail-
way stock taken by
government.....240,000.00

Total.....\$6,686,064.57

Besides lands given to N. B. and

Canada Railway Company.

If instead of giving these moneys and lands the Province had guaranteed the bonds, they would have lost nothing but the interest for a short time, because the Canadian Pacific today is paying a dividend of \$372,824.71 on a total mileage of 468 miles, equal to 4 per cent, or \$20, a mile.

These figures will show how much we have lost by giving subsidies to railways instead of guaranteeing their bonds. If we had pursued a correct policy this Province would now have more than double its net debt to its credit.

I felt that these are matters of

Very Great Importance

and that in discussing them we can well afford to rise above mere party politics. (Cheers.)

It will make but little difference to me how this matter turns out for I have had nearly all the glory that is to be got out of public life. But before I leave the political stage I would like to see everything done that can be done to develop this country and among my highest aspirations is to see a railway built down the valley of the St. John River. (Cheers.)

I believe that we have here as good a country as any part of Canada. We have young men who only await the opportunity to distinguish themselves.

We are blest with abundant resources, but we must move ahead, create new centres of industry and new cities and towns.

We in New Brunswick are a working people, who want nothing more than an honest reward for honest labor.

I look forward to our future with the greatest hope.

Let us move forward then with confidence and courage.

I have faith in this country and in its people, and I am prepared to make up my mind and look forward with hope, confidence and courage so that we may make whatever we undertake a success. (Great applause.)

"Expert legal testimony," says a well known member of the New York Bar, "can easily be made a two-edged weapon in court."

"A clever and capable mining engineer was obliged to take the stand as an expert in a suit in Nevada a couple of years ago. The case involved large issues."

"The examination was conducted by a young and smart attorney, who patronized the expert with all the authority of half a dozen years of practice."

"One of his questions related to the form in which the ore was found, a form generally known as 'kidney lumps.'"

"Now, sir," said the attorney, "how large are these lumps. You say that they are oblong, in shape. Are they as long as my hand?"

"Yes," replied the expert, "but not nearly so thick."

"Sir, I want your daughter's hand."

"You may have it with the greatest pleasure, dear boy, if you'll take the one that's always in my pocket!"