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DAILY HERALD

WEDNESDAY, JUNE 25, 1907

THE VALLEY RAILWAY.

The Herald's despatches Tuesday, giving the substance of an interview with Hon. Dr. Pugsley with respect to the prospects of the early construction of the St. John Valley Railway, indicated the satisfaction Messrs. McKenzie and Mann feel over the report of their engineer, Mr. A.T. Stewart, who recently made a flying survey of the proposed road.

Not only are the great railway builders impressed with the local traffic prospects of the line, but they are struck with the splendid possibilities for securing St. John as the Atlantic terminal of their transcontinental line.

McKenzie and Mann have now either completed or in progress the Canadian Northern line from the Pacific Coast to Quebec, which will be their summer port for shipping the traffic of their road from the west, but as the St. Lawrence river is frozen up nearly one half of the year the road must have an outlet on the Atlantic seaboard, at a port which is open the whole year. This they can secure by extending their line to St. John which is made possible by the construction of the Valley railway and the connection between Centreville in the County of Carleton and Quebec. The people residing along the valley of the St. John river would welcome the construction of a merely local line of railway, but it would be much more important to them and to the country generally were the proposed road to be built as an important section, of a great transcontinental line. The latter evidently is the intention of McKenzie and Mann and the enterprise thus becomes one of national interest and importance.

Evidence that the firm propose utilizing the St. John Valley road as a part of their transcontinental line is seen in the fact that they desire to secure easy grades not exceeding five-tenths of one per cent. to the mile, to enable them to handle without difficulty the enormous traffic that would be bound to develop. To construct such a road, which is proposed to be as good as the best on the continent, an outlay larger than originally anticipated, will be necessary and so it is announced that McKenzie and Mann, will seek from the government a modification in the terms which the legislature agreed to make with them for the construction of the road. This might be in the form of a subsidy from the Province or an increase in the bond guarantee.

The legislature is on record as opposed to voting any more railway subsidies, so that the only available means of offering further assistance to the firm is to increase the bond guarantee, which involves no cost to the Province, but merely pledges its credit to the firm to enable them to raise the money necessary for the construction of the railway.

The importance of the enterprise to the people of New Brunswick, and the national character of the undertaking will justify the government in making any reasonable concession to McKenzie and Mann, and it is hoped that an understanding will be reached alike satisfactory to the province and the company so that the work may proceed with the least possible delay. Dr. Pugsley says that he will immediately take up the new proposal with the government.

Asked if the matter would delay the work Dr. Pugsley said No. If the government approve of the suggested modifications in the present agreement Messrs. McKenzie and Mann will arrange to begin their engineering work at once so that it can be pushed forward and as much preliminary work as possible be done before the next session of the legislature, when the new contract can be made. Dr. Pugsley repeated that the great railroad builders are delighted with the reports of the outlook for the new line, and with the present prospect of making St. John their terminal port.

Neither Mr. Borden nor any of his lieutenants will repeat in their Quebec campaign, the perversion of their colleague, Col. Sam Hughes, that "the French priests are a curse to Canada."

CURRENT COMMENT.

It is stated that passenger rates on all railways in the United States will be cut to two cents per mile, commencing on July 1st.

The officers of the steamer Crystal Stream, burned at Cole's Island last week, swore at the inquest their belief that the fire could not have been accidental.

An accident to the Herald's newspaper press compels today a reduction in the number of pages of this paper, but we hope by tomorrow the difficulty will be overcome.

The Toronto News scolds Hon. A. B. Aylesworth for praising Sir Wilfrid Laurier in a recent political speech, but the Minister of Justice might retaliate by quoting many words of eulogy written by the News editor, Mr. Willison, in his interesting biography of Sir Wilfrid.

Toronto News: C. G. D. Roberts tells President Roosevelt that he knows nothing of the habits of the Canadian lynx. Here is an excuse for "Teddy" to pay his promised visit to Canada after the expiry of his term of office and investigate for himself. He'll find that the Canadian lynx can give him more sport than a Teddy bear.

The second trial of Collins for the murder of Miss McAulay, at New Ireland, Albert County, is making progress at Hopewell Cape. A jury has been secured and the crown is now marshalling its testimony. The trial is likely to last several days. Chief Justice Tuck, is presiding, the crown is represented by Solicitor General Jones and the prisoner is defended by Hon. H. A. McKeown of St. John and Mr. J. C. Sherren of Moncton.

Premier Robinson expects to complete the reorganization of the local government next week. The Solicitor-general is at present engaged in the Collins murder trial in Albert County, and as soon as he has discharged his duty there, the executive will hold a meeting to fill the vacant places. The belief is general that in the reorganization, York will secure a portfolio and that St. John will also have either a portfolio or a member of the executive without office. The premier has ample material upon which to draw to complete his cabinet and his friends have the assurance that he will make the best possible selections.

TEMPLE.

June 24 1907.—The weather for the past few days has been extremely hot and the crops are flourishing.

The body of Mrs. J. Brewer who was drowned at Woodstock on the 10th inst. was found at Grant's Ferry on the 14th. Chief of police Kelly removed the body to Woodstock.

Harry S. Hatfield is home from Fredericton for a few days. He returned on Saturday to resume his duties at the Business College.

Miss Myrtle Hoyt for the past term teacher of Shogomoc, spent Sunday in this place the guest of W. T. Hatfield.

A very pleasant evening was spent at the home of Mr. and Mrs. Abraham Hillman on the 20th inst. the occasion being an "At Home" given in honor of their daughter, Violet Mildred who was married to Mr. Millage Hall of Millinocket Me. on the 19th inst. After a few weeks visit in this place, Mr. and Mrs. Hall will return to Millinocket where they will reside.

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Milk " 8c lb.
Pilot Bread 7c lb.
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Cake 10c lb.
Sugar Biscuits 10c lb.
Graham Crackers 10c lb.
Wafers 12c lb.
Ginger Snaps 9c lb, 3 lbs 25c.
Royal Fancy (mixed) 13c lb, 2 lbs 25c
Honey Ice 13c lb, 2 lbs 25c
Jelly Tarts 12c lb.
Coffee Cakes 12c lb.
Jelly Bars 13c lb, 2 lbs 25c.
Fig Bars 15c lb.
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Social Tea 15c lb.
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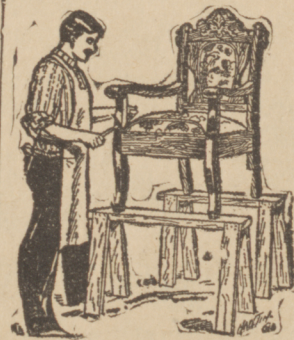
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