

POOR DOCUMENT

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THE EVENING TIMES AND STAR, ST. JOHN, N. B., TUESDAY, APRIL 20, 1920

VALLEY RAILWAY BILL EXPLAINED

Interesting Session at Fredericton Yesterday — Water Power Bill Passes Committee.

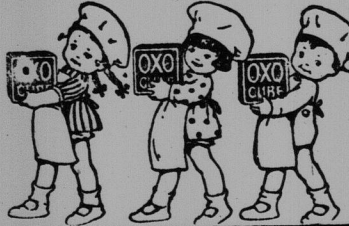
Fredericton, April 19.—A full explanation of the several government bills relating to the Valley Railway was given in the legislature this afternoon by Premier Foster. Interest in the government plans for the road has centred in the extension for which the premier had announced early in the session authority would be sought. Hon. Mr. Foster explained today that this extension was contingent upon the action of the federal government with respect to the construction of a new branch line from Meductic, on the Valley Railway to a point on the international boundary line, to connect with the Maine Central Railway. This project now is receiving consideration at Ottawa and if carried out will give the Canadian National Railways an outlet of their own for traffic destined for the New England states and other parts of

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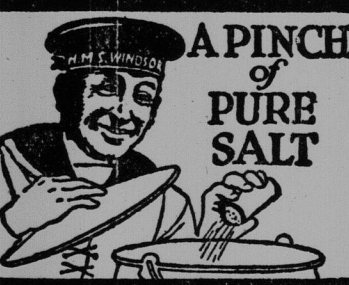
the neighboring republic. This would result in a largely increased traffic for those portions of the Valley road over which the through business would have



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to pass, and by extending the Valley road northward from Centreville to Andover sufficient additional business would



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be developed to go a long way towards paying the interest on the investment, besides serving the local needs of the country through which this section of twenty miles would run. Over and above the dominion subsidy available, the new line would cost about \$1,000,000 and the premier suggested that the first steps towards securing this extension would be the consent of the federal government to the proposed construction to the international boundary.

Claims Against Railway.

The premier also made an interesting statement of the various claims against the Valley Railway which are receiving attention, including that of the B. N. A. as assignees of the Hibbard Company, which is based in part on the allegation that a settlement made by the previous administration was founded on a bogus claim. Another suit is that of A. R. Goulet, who not only seeks \$45,000 from the province, but also claims ownership and control of the road.

The Valley Railway bills before the house provide for the funding of expenditures not previously funded; for an extension of time for the construction of the line to Andover; for the adjustment of right of way claims and the continuation of the offices of the directors of the railway company.

A peculiar incident occurred at the beginning of the evening sitting, when B. F. Smith of Carleton, on a question of privilege, read what purported to be a rather violent attack on the minister of public works and his methods of administration which had appeared in a lengthy communication in L'Espresso, under the signature of Thomas Albert, priest, Shippegan.

Hon. Mr. Veniot promptly inquired where the question of privilege came in, and also what guarantee the house had that the translation was correct. As a matter of fact, he said, the translation appeared to him to be garbled and Mr. Smith's purpose seemed to be one of making an attack on a minister under circumstances which did not give him an opportunity to present a defence. Mr. Smith's reply was that the article impugned the honor of a member of the house and there was a fitting subject for comment on the floors of the house.

Hon. Mr. Veniot retorted by quoting from the letter the words, "I believe you

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