

Must Look To Ottawa For Railway Extension

Best Hope For Carrying Valley Railway to Andover Lies in Prospect of Federal Government Taking Over the Road—Delegates Will Act Accordingly

When the un-riper delegation interviewed the government in Fredericton yesterday to present their petition for the extension of the valley railway to Andover, it was intimated that the best prospect for the extension lay in the hope that the federal government would take over the road and complete it, as provincial finances could hardly be expected to stand the strain of an expenditure of another \$1,500,000. The delegates will direct their attention to their Ottawa representatives.

The resolution presented to the government was as follows:

Whereas, in 1912 the then government of New Brunswick was returned to

power pledged to build the St. John Valley railway from St. John to Grand Falls; and Whereas, that government having failed to fulfill its pledge in that respect, the present government was in 1917 returned to power pledged to carry out the work which its predecessor failed to do; and Whereas, the bonds have been sold of said railway from Gagetown to Andover, and the railway has been constructed and is in operation from Gagetown to Centerville, and the money from the bonds sold for that part of said railway between Centerville and Andover is now at the disposal of the government, and the dominion subsidy is also available; and Whereas, there is now no apparent reason why the construction of the road from Centerville to Andover should be longer delayed except the desire of the government to evade its pledge to proceed with the same, and the interests of the people of this part of the province are being sacrificed to the exigencies of party politics; and

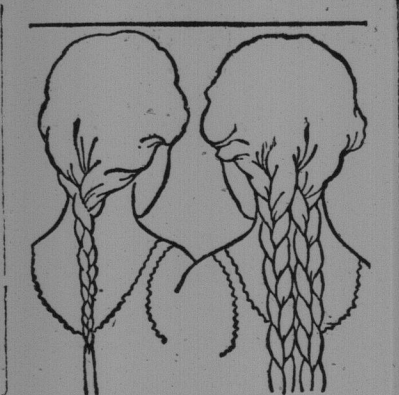
Whereas, various schemes are now being exploited in the legislature and elsewhere for the expenditure of large sums of money to connect St. John with the National Transcontinental railway, notably the building over and remodelling of the railway from McGivney to Fredericton, while the building of the Valley railway from Centerville to Grand Falls would not only give a better connection than any other with St. John but would give the government of New Brunswick the inestimable pleasure of having for once fulfilled its pledges;

Therefore resolved, that this meeting desires to impress upon the government in the strongest manner possible the absolute necessity of having the railway built from Centerville to Andover without any further delay.

Premier Foster in responding complimented the gathering upon their public spirit and the unanimous way they had bathed together to press their claim. He spoke of the original intention of the Valley railway to be constructed from Grand Falls to a point at or near Robbsey, and the use of the government railway to St. John. He was very emphatic in his statement that if any of those who had supported the construction of the Valley railway between Grand Falls and Centerville, they would, instead of supporting, have strongly opposed the proposition.

He expressed himself to the delegation as being strongly in favor of, and his government as being strongly in favor of, the extension of the railway, not only from Centerville to Andover but from Centerville to Grand Falls, and in this connection he pointed out that while it was possible to obtain running rights over the C. P. R. from Grand Falls to Andover, and thus complete connection with the Transcontinental, yet the division of freight traffic with the C. P. R. not only on account of running rights between Andover and Grand Falls, but also because of running rights between Westfield and St. John, would be a very unsatisfactory business condition.

While he was strongly in favor of the views of the people of Carleton and Victoria, he met in the matter of extension, he also desired to take them into his confidence regarding the money on hand to build the road and the cost of its construction. The distance between Centerville and Andover, only one part of the proposed extension, was about twenty-five miles, and of the original bond issue \$4,250,000 covering 170 miles of railway from Andover south, there was but \$270,000 left in the hands of the Prudential Trust Company. The diversion of the road to Westfield instead of to Robbsey had made it necessary to



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Prudential Trust Company, acting upon investing authority which had been given to them by the former government, had lent a large sum to a Pacific coast concern from which they had been unable to realize, and they were now requesting the government to give them an additional five years in which to pay back this money. It would therefore be seen that this money was not available, though it might be anticipated. The estimated cost of the road from Centerville to Andover some years ago was \$44,000 per mile; today, in the opinion of the engineers, the cost of its construction would be \$1,900,000. Taking from this amount the dominion subsidy, about \$160,000, and also deducting the \$270,000 in the hands of the Prudential Trust Company, it would mean that the province of New Brunswick would have to issue \$1,070,000 of railway bonds to pay for the cost of the road asked for.

The interest on these new railway bonds would be at least \$75,000 per annum and forty per cent of the gross proceeds of the traffic which would go to the province to pay the interest would make it necessary that there should be a return from traffic of about \$80.00 per mile. There is no doubt that would be impossible for some time, but he would not say that in the future the traffic would not amount to that much.

Most of them were aware, however, that the province was negotiating with the dominion government to take over the St. John and Quebec Railway and considered that that would be very much in the interests of New Brunswick to have this done. He realized that it would be necessary if the extension were constructed to be assured of a subsidy from the dominion government and operation of the road after it was completed, and they would readily understand that it was impossible for him to give them a definite answer today and an assurance that the road would be begun this year until he had ascertained the views of the federal government and knew exactly what they proposed to do.

Hon. Mr. Tweeddale.

The Hon. Mr. Tweeddale followed the premier and supported his views in every respect. At the same time he took an opportunity of showing by the journals of the house and the resolutions which he had offered in the legislature when a member in 1912, that he strongly opposed the conditions of the contract which did not permit of construction beginning at Andover and Robbsey at the same time, as it permitted of construction beginning at other points along the line.

In the course of the conference, Hon. Mr. Tweeddale pointed out that the only practical way of securing the extension was by having the road taken over by the federal government and then securing the promise of the Ottawa authorities that the work should be done. After the delegation withdrew this suggestion was talked over among the visitors, and it was generally agreed that their next step must be an active campaign in support of the local government's representation to the federal authorities that the road should be made a part of the national railway system.

Will Unite in the Campaign for Tourists

Provincial Gathering to be Held in St. John in June—Prize Offered for Best Name For New Organization

At a largely attended meeting held at the hotel of the city yesterday afternoon it was decided to arrange for an important provincial meeting in this city on Tuesday, June 3, and Wednesday, June 4, when a big boost to the tourist traffic will be given. Yesterday's meeting was called by the executive of the New Brunswick Tourist Association for the purpose of securing the co-operative effort on the part of all provincial organizations to make the natural resources of New Brunswick, particularly the opportunities for sportsmen, better known and to make arrangements for a big summer meeting. E. Allan Schofield occupied the chair and R. E. Armstrong was secretary.

The others present included Mayor Hayes, H. L. Gantner, A. M. Belding, F. B. Ellis, H. G. Marr, J. Fraser Gregory, William E. Raymond, E. L. Rising, J. E. Secord, A. C. Currie, Harold Rising, H. M. Stewart, T. H. Estabrooks, N. R. DesBrisay, F. P. Regan, Thomas Reynolds, W. H. Golding, W. H. C. McKay, J. R. Dunlop, G. L. Warwick, A. H. Wetmore, Alexander Gibb, Mr. McLanson of the Bathurst board of trade, T. S. Wilkinson of the Fredericton Tourist Association, Harry Allen, president of the New Brunswick Guides' Association.

Mr. Schofield outlined some of the plans considered and that the offer for a summer meeting was open to any point in the province, as St. John was not particularly lucky to have it. Harry Allen moved, and Mr. Wilkinson seconded that this city be the place of the meeting this year. The motion was carried. For next year's meeting Mr. McLanson urged the claims of Moncton and Mr. Wilkinson those of Fredericton. No action was taken on these proposals, and they will be acted on later.

Mr. Allen told of his success in the United States by means of reels, addresses and literature in making New Brunswick's sporting opportunities and scenic beauties better known. He said much interest in this province had been awakened among American tourists.

Mr. Gregory thought it would not be difficult to obtain the use of the reels used by the Canadian lumbermen during their convention here.

Mr. Wilkinson promised the co-operation of the Fredericton Tourist Association in the campaign to better advertise the province.

A. H. Wetmore urged the importance of united effort to boom the province. Speaking for the Canadian National railways Mr. Robertson, of that system, said he had the assurance of General Manager Hayes that the railroad would be glad to assist the province in any way. Mr. DesBrisay likewise promised the co-operation of the Canadian Pacific railway.

Mayor Hayes said that St. John always held the latch string out and that the city would do all possible to make the plan a success.

Value of Motion Pictures.
Mr. Golding told of the value of motion pictures in making the resources of the province known as they conveyed a direct and convincing idea that New Brunswick had to offer. He made a number of valuable suggestions.

Mr. McLanson said that Bathurst was prepared to go ahead in the work of promoting tourist enterprise and would co-operate with the rest of the province.

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The New Brunswick Automobile Association would consider the idea at a special meeting to be called by him, announced President Regan. As for himself he could promise the support of the association, which could give valuable aid in many ways.

Mr. Belding said Mr. Ellis promised the hearty support of the heads of all tourist associations and similar bodies in Canada and the New England states should be invited.

May 2 was suggested as the date for the meeting, but it was decided that this was too early in the season and Tuesday, June 3, and Wednesday, June 4, were chosen. The first day will be devoted to business and the second will be devoted to sightseeing and entertainment.

One of those present at the meeting generously offered \$25 for the most suitable name for the new provincial booster organization and Mr. Golding said he would endeavor to have the offer featured on screens throughout the province.

It was decided that the executive of the provincial associations should be officers of the new association until a permanent organization is formed at the June meeting. The executive officers will meet from time to time until all arrangements are perfected.

St. John Committees.
The St. John committees in charge were named as follows:
Publicity—W. H. Golding, A. M. Belding, F. B. Ellis, H. V. McKinnon, and all provincial papers.
Finance—A. C. Currie, H. C. Rankine, G. L. Warwick.
Pictorial—W. H. Golding, Fred G. Spencer, H. L. Gantner, E. L. Rising, R. G. March.
Government—A. H. Wetmore, William A. Lockhart, Stanley Elkin, R. W. Wigmore.
Transportation—N. R. DesBrisay, Alex. Gibb, A. C. Currie.
Sightseeing—R. D. Paterson, W. R. Stewart, Thos. Regan, H. W. Rising, L. Eidensticker, J. Hunter White, J. E. Secord.
Hotels—Thos. Reynolds, W. E. Raymond, A. M. Phillips, J. T. Dunlop.
Programme—A. O. Skinner, R. S. Ritchie, Captain Mulcahy, J. A. Marr.
Banquet—Fred C. Beatty, H. C. Schofield, W. E. Golding, H. B. Robinson.
Guides—Harry Allen.
Speakers—T. H. Estabrooks, Alex. Wilson, J. Fraser Gregory, W. S. Fisher.

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