

# YORK CO. AND THE VALLEY RAILWAY

A portion of the report on the Valley Railroad made by Chief Engineer Maxwell to the Hazen government directly and completely justifies the action of the Dominion government in insisting that the Valley line shall be built up to the general standard of the Transcontinental in New Brunswick. In closing his report Chief Engineer Maxwell says:

"Section 37 of the Act authorizes the Lieutenant Governor-in-Council, in the case of the construction of this road either under part 2 or 3, to make provision for running rights over the same or any part thereof, for any through line of railway seeking connection with the port of St. John or the port of L'Etang, St. Andrews, or other port in the county of Charlotte. In view of this important provision in the Act, it would not be advisable to construct a railway along the Valley of the St. John River, and particularly below Woodstock, except as specified in part 2 of the Act, as the difference in cost of construction of two lines of railway, one built to the standard transcontinental four-tenths per cent. grade and the other built to the standard Intercolonial grade of one per cent., would not be at all proportional to the real value of the respective roads for transportation purposes."

Mr. Maxwell, had he tried to do so, could not have more completely vindicated the position of the federal government in regard to the proposed railroad through the river counties. Hon. Mr. Pugsley, Mr. Carvell, and others familiar with the needs of the valley, and who have worked continuously and energetically to give the people of that section adequate transportation facilities, have succeeded in bringing within easy reach the great advantages which residents of the valley are most anxious to obtain. By the acceptance of Mr. Malcolm's offer, whereby the road would be constructed according to the terms of Hon. Mr. Graham's resolution, and would be leased and operated by the I. C. R., reasonable rates and a first-class railroad would be guaranteed.

Another very important feature is that the Intercolonial would agree to pay over the very large proportion of forty per cent. of the gross earnings as rental, and this would make it easy for the company to finance the undertaking, and would insure the payment of interest on the provincial bonds. The gross earnings of the Intercolonial for the year ended March 31, 1910, were \$6,220 per mile. Forty per cent. of this sum would be \$2,488 per mile. Those who know the traffic possibilities of the St. John valley will agree that it would not be many years before the new line would have as large gross earnings per mile as the main line of the Intercolonial, and forty per cent. of such earnings would pay interest at four per cent. on \$60,000 a mile.

Residents of the river counties cannot have failed to observe how anxious Premier Hazen is to fight shy of the Malcolm offer, which would give Intercolonial lease and operation, with all the advantages these imply, and would safeguard the credit of the province. Undoubtedly York county in the forthcoming by-election has a grand opportunity to say a plain word to the local government on this leading issue of the campaign, the Valley Railway.

## MR. HAZEN AND THE AUDITOR GENERAL

(Fredericton Mail).  
Because the auditor-general had the courage of his convictions and a proper sense of his responsibilities to the people of the province and consequently pointed out bad features in connection with the government's system of handling the financial affairs of New Brunswick in 1910 he is apparently to be the target of censure in the Hazen party organs. The St. John Standard on Monday, in an editorial which had all the earmarks of a contribution from the pen of a well known provincial

Conservative politician, the auditor-general was criticized unfairly and in unfortunate language. In the \$20-a-day Gleason on Monday there appeared a dateless anonymous letter which, if it meant anything, meant that because he had been appointed by a former administration and had dared to criticize the methods of the present ministry the auditor-general should be dismissed by Premier Hazen.  
In the days of the former government fault was frequently found with the auditor-general because of his insistence upon things which he believed were in the interests of the people. Today he is the target of open Conservative criticism and open demands for his official head because he still believes that an auditor-general should endeavor to guard the interests of the people. Apparently an attempt is to be made to intimidate Mr. Loudoun; so to influence him by threats, veiled and open, that he will not follow the dictates of duty but will sit quietly while the government plays fast and loose with the provincial finances. The Mail mistakes the character of the man if he is deterred by such a course from fulfilling what he rightly conceives to be his duty to the people. In his report for 1910 the auditor-general points out that the provisions of the audit act, one of the laws of the province, were persistently disregarded by at least one of

the government departments during the last fiscal year. By his plain letters addressed to the government treasury board and by the treasury board's own record of its own actions taken in the face of the auditor-general's letters the report makes clear the way in which the board ignored the principles of the audit act. No attacks upon the auditor-general, no clamorings of government papers can wipe out the fact that in 1910 the audit act was grossly violated and violated in the face of the protests of the auditor-general. No attacks, no clamorings, can blind the people to the fact that in 1910 the ministry abused the trust reposed in it by the people and broke the pledges which its members made a few years ago that there would be no over-expenditures and that the decisions of the auditor-general upon

## TORIES FIGHT HARD TO BLOCK PASSING OF THE PROPOSED LEGISLATION

(Continued from page 1.)  
to Mr. Chestnut, who was the president of the railway company and I have a letter which Mr. Chestnut addressed to Mr. Hazen, premier of New Brunswick, in which he referred to an interview he had with me, and in which I told him that if the provincial government regarded the conditions as too hard then I was proposing for the provincial government to do was to ask the legislature that the specifications and conditions should be left to the approval of the provincial government. "I left a way open there for negotiations and after recess I will read that letter. The provincial government was so anxious to prevent government operation of the St. John Valley Railway that they had asked the legislature to absolutely tie their hands so that no matter what modification the minister of railways might be willing to agree to, the provincial government would not be able to act. It was in the most extraordinary action I ever knew a government to take, they being one party to a proposed bargain, we being another, and we suggested that the government should ask the legislature to leave it to them to negotiate; they declined to ask the legislature to urge a reconsideration of the conditions, but they asked the legislature wholly to tie their hands so that unless the conditions were complied with in the minutest particular they could not guarantee the bonds of the road."  
"But, sir, they will be obliged, if they want this road built, as they know now they will be obliged to go back to the legislature and ask that modifications be enacted, or they will never get a road, such as the people of the province of New Brunswick are demanding and which is necessary for the progress, prosperity and development of that beautiful St. John river valley."

Dr. Pugsley said the government's resolution provided that while the initial equipment of the road with rolling stock was to be provided by the company, the Dominion government would provide all future rolling stock for the 99 years it was to operate.  
"The provision that the initial rolling stock be provided by the company was only to conform to the New Brunswick statute and enable builders to obtain statutory bond guarantees, the cost would be small, only about \$1,000 a mile."  
"Mr. Crocket—I will give an undertaking that the New Brunswick legislature, which is in session, will not pass any law so as to allow the Dominion to provide the initial equipment of rolling stock."  
"Mr. Crocket—Then you admit that the New Brunswick act does require the initial rolling stock to be provided by the company. I am willing to accept any amendment to the rolling stock act if the initial equipment, which the provincial act requires the company to make. We want the road to be built and the people get the benefit."  
Dr. Pugsley said: "The government's proposal was generous. A rental of forty per cent. was high. The Grand Trunk in Ontario leased branch lines at from thirty to thirty-five per cent. Mr. Hazen, when approached to operate the valley railroad, said he would only give thirty per cent. as a rental. Not only was the government giving a high rental, but as the road would not begin paying for five years it would mean an expense of at least \$1,000,000 before the revenue overtook expenses."

**Sees Great Future for Road.**  
"Mr. Crocket complained of the high standard of construction required. Well," said Dr. Pugsley, "the standard is a high standard in my opinion because Intercolonial operation was because I believed and still believe that this valley, the trunk Pacific coast of the St. John river for export from St. John. That was the reason the standard was fixed at the National Transcontinental standard."

Dr. Pugsley read the correspondence showing that when Premier Chestnut had called his attention to the fact that Premier Hazen was complaining of the high standard required, he had suggested that the standard should not be specified in the provincial act but should be left to the provincial government, so a modification might be agreed upon with the federal government. The New Brunswick government had not done so but had framed a statute which tied its hands to aid only a railway of the highest standard with every interest charges during construction.  
"There was a third part to the act, which was interesting. It provided that the provincial government would give aid to a road built from one point on the C. P. R. to another point on the C. P. R. and which might be an electric road. What was the natural deduction? The deduction made by the press of the St. John valley was that Mr. Hazen was determined that the Intercolonial should not have a chance to operate the road, but that the government would tie up the C. P. R. to a company which had electric power to sell."  
"This was not the sort of a road the people desired, or the splendid production of the St. John valley warranted. The provincial government had a survey of the road made by D. E. Maxwell, a competent surveyor. His report did not give much comfort to the Hazen government, which did not want to build this line. Mr. Maxwell found that there was a splendid route through magnificent country, and the transcontinental grade could be maintained at all one point. He had reported that the road could be built to National Transcontinental standard at a cost of only \$48,280 a mile, which he estimated at \$2,000 more than it would cost to build a second class road with severe grades over the same route. With this slight difference who was there who would insist on the high-grade road being built."

"Mr. Crocket had said that Mr. Malcolm's offer to build was a bluff. No one who knew Mr. Malcolm's record as a railroad builder would say that. No one who looked into the possibilities would say that the offer was a poor one. The road would go through as good a country as the best through which the Intercolonial passed. On the basis of Intercolonial earnings this valley railroad after a few years would have gross earnings, 40 per cent of which would pay the interest on a cost of \$60,000 a mile."  
Dr. Pugsley said Sir Wilfrid Laurier, Mr. Carvell and all others on the Liberal side of the house recognized the need of providing the St. John valley with a railroad to which it was entitled, and their efforts

should meet with hearty approval. However, he regretted to say that there were some people and among them Mr. Crocket, Premier Hazen and his associates, who had every way to thwart their efforts. However, they would be disappointed. The road would be built and a great traffic would soon be moving over it.  
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The New Brunswick government had endeavored to make its offer impossible of acceptance. It provided that an agreement to give aid could not be signed until the federal government had guaranteed a subsidy of \$6,400 a mile. That was an impossible condition, though the subsidy would be given. It was impossible because the federal subsidy act did not allow the maximum subsidy of \$6,400 to be given unless a road cost \$21,400 a mile or over. It was impossible because the aid had to be conditional on its costing that.  
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