

HOW CENTRAL RAILWAY SWALLOWED UP ABOUT \$1,260,000 OF PUBLIC FUNDS

oad, Which is Still Far from Gibson, Has Had a Startling Financial History During Last Few Years--How the Government Has Fed it With Public Money--Mr. Hill's Prophecy.

For the purpose of reminding the people of New Brunswick of the salient facts concerning the Central Railway, which has eaten up \$1,260,000 of public funds though it still is many miles away from its proper terminus, Gibson, The Telegraph requested J. D. Hazen, M. P. P. to give a summary of the history of the enterprise. No elector who desires to vote intelligently can do so unless he has read Mr. Hazen's statement carefully. It follows here:

The Central Railway extending from Norton to Chipman was constructed many years ago. It is 46 miles in length and received the following sums in subsidies:

From the Dominion.....	\$100,000
From the Province.....	120,000
Total.....	\$220,000

This road only extended to Chipman and did not reach the coal areas in Northfield and Canning, and at the session of the legislature in 1901, Mr. Tweedie, on behalf of the government, introduced a bill "to provide for the development of the coal areas in the counties of Queens and Suburby."

As finally passed this act empowered the government to guarantee the principal and interest on first mortgage bonds of any company authorized to construct a line of railway from Chipman in the county of Queens to Gibson in the county of York, to an amount not exceeding \$250,000. The bill further provided that the bonds, or any portion of them, should not be guaranteed until the railway had been completely constructed and in running order, properly equipped with sufficient rolling stock and certified to be so by an inspector to be appointed by the lieutenant-governor-in-council.

It also provided that the company should bind itself to establish on the line of railway a plant for mining coal to the satisfaction of the lieutenant-governor-in-council and capable of mining an average of not less than 500 tons a day, and that such plant should be in operation before the bonds should be guaranteed.

At the same session of the legislature a company composed of Ernest Hutchinson, E. Byron Winslow, Charles A. C. Bruce, Franklin Stinson, Willard Kitchener, under P. Barnhill and Robert A. Irving was incorporated under the name of The New Brunswick Coal & Railway Company, with powers to construct a line of railway from Chipman to Gibson and to carry on the business of mining coal and other minerals.

The work of constructing the road from Chipman towards Fredericton was entered upon, but up to the present time none of the gentlemen named as incorporators, or any members of the New Brunswick Coal & Railway Company, have, it is understood, put any money into the enterprise and the work that has been done has been entirely done with funds provided by the province and the Dominion.

In addition to the guarantee of \$250,000 the road was to receive from the province a subsidy of \$250 a mile, and the ordinary subsidy from the Dominion government of \$2,500.

In introducing the bill authorizing the issue of bonds, Mr. Tweedie pointed out that the interests of the province were well safeguarded because the road would have to be in working order and the plant for mining coal installed before the bonds were guaranteed.

The main object of the legislation was to get a market for the Grand Lake coal both at St. John and at Fredericton, and it was felt that it was of great importance to have the outlet at Fredericton, as the distance from the mines was much shorter to Fredericton than to St. John, and the coal could be placed on the market there at more advantageous terms than at the latter place. A great deal was also expected from the fact that at Fredericton the road would connect with the Canadian Pacific railway, and there was a provision in the act authorizing the lieutenant-governor-in-council to impose a tax upon all railway companies in the province exceeding three per cent. of the gross earnings made within the province each year, and not exceeding in any year an amount which would not exceed the amount of the tax on the railway company in the lieutenant-governor-in-council, be equivalent to fifteen cents per ton upon all coal used by such railway companies.

Work on the road was proceeded with, but slowly, and in the year 1903 the government introduced a bill, the title of which was "to amend the act respecting the Central Railway," and it was stated could be purchased for the sum of \$130,000, and the remainder would be for money expended in rebuilding bridges on the Central railway and making other necessary improvements.

This measure was strongly opposed in the House by the opposition and by others. Mr. Hill, a government supporter, in speaking with reference to it said: "As I said, I hoped this bill on the railway would be a good one. It had confidence in the premier (Mr. Tweedie), in his financial conservatism, and that he would not allow the government to introduce a bill which would lead to disaster to the province; but that confidence has been shaken and I am afraid he is not the man I thought he was. Indeed I regret to state that I believe he has fallen into the hands of the attorney-general (Mr. Pugsley). I am afraid that the cheerful optimism and generosity of the attorney-general would lead him to build castles in Spain and railways anywhere, and it looks very much as if he had converted the conservative premier to his way of thinking. I believe this is a black letter day in the history of the province, because it will lead the province in a great deal of debt and deterioration from the value of private property. Roads will

Do You Suffer?

Pretty disagreeable complaint, isn't it? Why don't you take a few drops of Nervine occasionally and get cured--it never fails. Nervine is a perfect remedy for all ailments of the stomach and bowels, and it is a sure cure for indigestion, flatulence, and all other ailments of the digestive system. It is a pure vegetable preparation, and it is safe for all ages. It is a sure cure for all ailments of the digestive system, and it is a sure cure for all ailments of the digestive system.

sooner, schools will be affected and people will be induced to leave the province because of its having become a more expensive place to live in. The policy of guaranteeing the bonds of a railway is a new departure and before it is put into effect the people should be notified. I am satisfied that three-fourths of the people of the province, if they knew the provisions of the bill, would be strongly opposed to it, and I venture to say that the government dare not dissolve the House on this measure and appeal to the country."

Hon. Mr. Pugsley--"You don't like to run elections."

Hon. Mr. Hill--"If you desire I will resign and run again on this issue."

Hon. Mr. Pugsley--"We are never afraid to appeal to the people."

Hon. Mr. Hill--"No, four or five years from now you and the Premier will probably be safe in other positions and there will be no one upon whom the electors can wreak their just vengeance."

Mr. Hill seems in view of recent events to have been a true prophet.

Mr. Hazen speaking about the matter, said: "With regard to the Central road, nothing can be more unjustifiable than for this province to engage in the work of guaranteeing bonds. How is it possible to justify such a proposal as that contained in the bill to guarantee bonds to the extent of \$250,000 for a railway that has never paid expenses? This road has already received from the Dominion and provincial governments subsidies to the extent of \$291,000, and for some time past it has been a menace to life and limb. If we guarantee the bonds of this road, we will be doing it to do the same for the Canada Eastern, for the Shore Line and for other railways; we will be establishing a precedent which will be followed by all other railways. It is not clear that this bill will be adding practically \$1,000,000 to the debt of the country--\$500,000 for the Restigouche and Westville, \$250,000 for the Central, \$150,000 for the Beauséjour and \$250,000 a mile, or \$225,000 in all as a subsidy to the 90 miles of the Restigouche and Westville, is still unguaranteed, and is being done in the dying hours of the legislature."

It will be seen from this that the bill also included large payments to the Restigouche and Western and the Beauséjour railways. In defending the measure, Mr. McKee and other members of the government insisted that the province had ample security because they had the whole line running from Norton to Gibson. Throughout the whole discussion the government by implication and by assertion, held the province responsible for the Central Railway. Up to this time it will be seen that \$450,000 of bonds had been guaranteed.

In the following session, 1904, a bill was introduced to amend the act passed in 1903. This bill provided that the government could guarantee the bonds for that portion of the road between Chipman and Beauséjour, and also for the portion of the road between Beauséjour and Fredericton, thus obviating the necessity of having the road completed from Chipman to Gibson before the bonds were guaranteed.

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has been the exploitation ground for hoodlums, speculators and political pests." Mr. Copp said that had the proposition been brought before the House for the first time, he would have felt it his duty to oppose it, but he had given his consent rather reluctantly to go into the enterprise and the bill would have been passed. He did not feel that he could withdraw his support now; but the attorney-general said that if the government is not empowered to further aid the enterprise, the present time, all that the province had put into it will be lost entirely. He added, he said, to the members of the government, when interviewed on this question, that if, for one, would not give my consent to the province giving further aid to this enterprise, it was taken out of the hands of private parties. He said that in support of this measure, but on the understanding and assurance from the government that the bill would be amended so that the province would be asked from the province for this enterprise. I think this is the last time we should have anything to do with it in the way of financial assistance from the provincial treasury.

At the motion to go into committee on amendments, Mr. Hazen moved the following amendment:

"That the speaker do now leave the chair, but in the opinion of this House it is desirable that before bill No. 109 is referred to the committee of the whole House that all facts in connection with the management and expenditure of public moneys made in connection with the New Brunswick Coal & Railway Company be inquired into and ascertained, and for that purpose a royal commission be appointed with power to call witnesses and to take evidence under oath and to report to the House not later than the first week of November next."

This amendment was voted down on a straight party division, with the exception that Mr. Hill voted with the opposition, and the bill was passed by a majority of 10 to 8.

Up to this time, then, we have the following amounts paid or guaranteed by the province on account of this road, since 1901:

First guarantee, 1901.....	\$200,000
Second guarantee, 1903.....	250,000
Third guarantee, 1905.....	250,000
Total.....	\$700,000

In the session of 1907, in spite of the solemn assurance made to the house in 1905 to the effect that no further aid would be asked for this road, a bill was introduced to amend the act passed in 1906, and to guarantee the bonds for the portion of the road between Chipman and Beauséjour, and also for the portion of the road between Beauséjour and Fredericton, thus obviating the necessity of having the road completed from Chipman to Gibson before the bonds were guaranteed.

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election which was then expected. Seven months passed since Mr. Pugsley made this statement and the road has not yet been taken by the Grand Trunk Pacific. As everyone knows who is familiar with the Grand Trunk Pacific railway, it contains nothing making it obligatory upon the company to seek a short entrance into the city of St. John. Quebec and Montreal are the two points mentioned in the act and the company will be fulfilling its charter if it runs to Montreal. If, however, the company should desire to buy the road it cannot be reasonably expected that it will pay any such sum of money as the province has invested in it, because payment of engineers it would have to be rebuilt from beginning to end with new bridges and heavier rails and the company purchasing it would be acquiring little if any more value to it than the right of way.

A great effort has been made to create the impression in the country that the road has become a paying property and the commissioners in the statement which they laid before the House last year claimed a surplus of a few hundred dollars on the year's operations. This surplus, however, was a fictitious one, which was charged up against the road, and in addition to that, some which should have been charged against the road, and the balance sheet would have shown a deficit, even though no interest had been paid upon the bonds.

There has never been any investigation into the way the money of the public moneys in connection with this road have been expended. The effort of the opposition to obtain an investigation was defeated by the government majority in the House, and although at the last session of the public accounts committee opposition charged the result would have been the same. It might also be added in connection with the accounts against the road and the desire of the commissioners to try to reach a basis on which they would agree that nothing was charged for their services, and it is not expected that these gentlemen are working altogether from patriotic motives.

SPRINGHILL MINERS SEEM ANXIOUS TO RESUME WORK

Committee in Halifax Trying to Arrange a Settlement---Manager Cowsans Will Stand By Conciliation Board Award.

Halifax, N. S., Oct. 8--A committee of miners from Springhill are in Halifax tonight in conference with the managers of the mine, to discuss the terms of a proposed settlement. The meeting called for the purpose of discussing the terms of a proposed settlement. The meeting called for the purpose of discussing the terms of a proposed settlement. The meeting called for the purpose of discussing the terms of a proposed settlement.

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INSPECTION DAY ON THE CENTRAL

Commissioners Take Guests Over the \$1,260,000 Railway

PARTY HAS GOOD TIME DESPITE RAIN

Dodge a Washout on the Return Journey--Much Interest Taken in Inspection of Road and of the Coal Mines.

While pouring rain to some extent interfered with the trip to Chipman and Minto over the N. B. Coal & Railway Company's line, which some fifty guests of the commissioners, Senator King and George McAvity, made Tuesday, yet they were able to get a goodly number of miles of the coal mining industry in that part of the county and to see for themselves the road concerning which they had heard so much. The rain was not so heavy as to prevent the party from seeing the coal mines at Minto and the railway when completed to Gibson and the use of the road for heavy traffic will be a most useful factor in developing that section of the province.

Those in the Party.

The following were the guests of the commissioners: Col. H. H. McLean, R. B. Knapton, M. Shadbolt, George Roberson, M. P. P.; T. B. Blair, W. E. Foster, J. B. Cudlip, J. W. V. Lawlor, J. H. McRobbie, James Pender, Premier Robinson, Hon. C. J. Oomen, Dr. Peake (Simbury), Dr. J. M. Smith, D. J. Brown, Gilmour Brown, E. C. Elkin, A. W. Adams, L. R. Ross, Dr. J. W. Daniels, P. J. F. Tweedie, M. P. P.; H. M. Hop, J. M. Robinson, Charles Nevins, F. B. Francis, W. C. Winslow, F. M. Tweedie, Hon. J. B. Goggin, Secretary of the Canadian Bankers' Association; S. H. White, H. P. Robinson, Dr. Keith (McDonald), Dr. J. B. Blair, W. E. Foster, J. B. Cudlip, J. W. V. Lawlor, J. H. McRobbie, James Pender, Premier Robinson, Hon. C. J. Oomen, Dr. Peake (Simbury), Dr. J. M. Smith, D. J. Brown, Gilmour Brown, E. C. Elkin, A. W. Adams, L. R. Ross, Dr. J. W. Daniels, P. J. F. Tweedie, M. P. P.; H. M. Hop, J. M. Robinson, Charles Nevins, F. B. Francis, W. C. Winslow, F. M. Tweedie, Hon. J. B. 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