

The Carleton Sentinel Supplement.

SATURDAY, SEPTEMBER 4, 1886.

Centreville Railway Meeting.

A meeting was convened at Centreville last Saturday afternoon to discuss railway communication between the boundary line or some adjacent point in Maine and the N.B.R. The meeting had not been generally advertised, and therefore the representation was not so general and full as it might otherwise have been.

Colin King was chosen chairman and F. B. Carvell secretary.

The chairman said he was not fully aware of the object of the meeting; it was something in connection with railways and would be more fully stated by some of those present. He asked that discussion would be conducted in a friendly spirit, point to the successful development of railway systems and every thing be conducted in a businesslike manner. He had no program, and asked the originators of the movement to give the meeting something to work on.

H. T. Scholey said he did not know who originated the meeting, but he believed that it grew naturally out of the developing necessities of the country. There had already been a good deal of talk and newspaper correspondence, most of which had appeared to come from this part of the County. The route from the Boundary Line to Florenceville had been the one most fully discussed; he had given it his support for a while, and was pleased with it. The severe criticisms that he had received had probably had a tendency to frighten others from joining in the discussion. Another line had been proposed by one of the writers, a line from Upper Woodstock, through Wakefield and Wilnot near Jacksonville, Waterville and Lakeville to Centreville, and from here following the same route as the line first proposed. This route had been defined in the paper correspondence; he had given it consideration and thought it the most worthy of his support. He felt justified in supporting this route for the reasons, first that it was the shortest, it being several miles shorter to Woodstock by this route than by Florenceville, and second that by the Florenceville route there would be two bridges across the St. John river. One bridge had been damaged by ice and another one would be equally liable. Shippers could not afford to be delayed by broken bridges. The distance to Woodstock by this route was only 18 or 19 miles, and the only bridge would be that across the Presque Isle, which would not be endangered from ice; and another reason was that the government would be more likely to subsidize a road on which there were no bridges to build or keep in repair. He could not advocate a route of 31 miles when he could get one of 18 or 19, but he would agree with the majority, and whatever route should be decided upon he would help to carry out. He understood from Mr. Stone that it was nearly an air line. By this route Bridgewater would have almost direct communication with Fredericton, from which place their products of the forest could be forwarded to American markets by water. If a station should be built on the other side of the line Americans could forward their goods in sealed cars and save the annoyance of customs regulations to which they are now subject. No where could a more fertile tract of country be found than that through which this route would pass, and this alone should be a strong inducement in its favor. We only need a few firm men to unite in getting a charter, and our local members will doubtless unite in their efforts to secure a Local Government subsidy, and he believed a subsidy from the Dominion Government could also be secured. The success of the movement would depend on local circumstances, but he thought with proper management the necessary funds could be secured.

Hon. G. W. White asked if there was a question before the meeting for discussion, and on being informed that there was not, said we should have some question to which speakers should be confined. It would be better not to discuss route, nor attempt to define it. In some respects all who were present would agree. All were anxious to have railway extension into Maine. He did not know how the Local or Dominion Governments would look at the matter, but it we think it advisable, and decide that it will be better to have a road, then we should unite to obtain our object. We should keep politics out. He believed we would have a better chance of success than if we confine the government to any route. The matter should be fully discussed. Get the people interested; our representatives interested, and the government interested; then make our demands, and he had no doubt, especially if the Local Government looks favorably upon it, that the Dominion would also grant a subsidy. If this meeting differs with him in opinion, he would still be with them in his influence and would help the project along with his money. If we can get the railway it would be the means of building up the country.

John D. Baird said he presumed that this assembly wants all the information it can get. He considered this only a preliminary meeting, rather to make enquiry than to come to definite decisions. He wished to consider the paying qualities of the proposed railway both in its construction and always after. He was one of the original promoters, and was always favorable to the short line which leads to the old outlet of the country. He had hauled millions of shingles to Florenceville in the forwarding of which he found it necessary to build a wharf at that place, and to be

at various and large expenses in the prosecution of his business, all of which had contributed to the country's welfare; but that was of the past. Now our country is flourishing, and we forget the dead past. Now we want the iron horse. Trade in this section of the County had become too large for team work, which was liable to be blocked by the snow drifts of winter. As a paying project we should adopt that line which would ensure success, not only in building, but in running. It can only be a feeder to a trunk line. Subscribers may secure a subsidy and build a road, but what guarantee would there be for running it when built. There was a strong company already existing, ready to receive tributaries to their trunk lines and draw sustenance from them. We should be careful not to raise opposition, but to harmonize with the existing road. There should be one grand trunk line along the river, and branches up the streams where they could be fed from mills, where the lumber of the Presque Isle and other streams was sawed. This also would tend to build up the country by bringing in new trades. The N. B. Railway could not be sustained without the Aroostook branch; neither could a road on the west side of the river be sustained without the American trade. We should aim to build up the branches. The prospects of getting this short line road were: 1st, it was the shortest to build; 2nd, it serves the greatest number of people. It would help to develop the country on the east side of the river. On this side it was only 8 miles to the boundary line, while there were a hundred miles on the other side. We want the bark, lumber and plaster. 3rd, in case of trade with Canada, when the N. B. R. should be extended to River du Loup, we could not get freight from the Upper Province without having it go to Woodstock and return, if the route on the west side should be selected, whereas we should by the short route have direct communication with the north. We should be careful not to pledge ourselves to a line that may never be built. Don't let a certainty go for a uncertainty. For the Tobique Valley road the Dominion Government would give \$85,000, and the Local would probably give as much more. Let us open a subscription for this project now. We should not shut out trade nor raise opposition.

H. T. Scholey moved the following resolution:—*Resolved*, That this meeting is in favor of the line from Upper Woodstock through Jacksonville near Waterville and Lakeville to Centreville. It was seconded by H. T. London.

G. R. Ketchum, M. P. P., said he was not surprised at Mr. Baird's preference to the Florenceville route, as he had done business there, and also at Bridgewater, with a house at Centreville he naturally felt uniting these places. He considered that the direct route to Woodstock passed through a most prosperous section of country, and would reach on its course three saw mills and three grist mills, and that the milling operations might be doubled if sufficient carrying facilities were offered them to get their lumber to market. No sectional feelings should be allowed to control the route. It was natural for each one to want the road to pass his own business, but it should be considered from general and not from local standpoints. He preferred the Southern route because it would be the cheapest to operate. There were no bridges to build and no heavy expenses to incur. It might be better for him not to express an opinion as to the route, but he believed it to be his duty to do so, and he would not shrink from it. It was the people who finally have to bear the expense, and therefore it should go through that part of the country in which it would do the most general good. He said Mr. Baird had spoken of opposition to the N. B. R., which we should avoid, but he had reason to believe that the N. B. Railway Co. thought most favorably of the Southern route, and read a letter from E. R. Burpee, expressing a favorable opinion of this route. He would not favor this route from his personal or local views, nor did he believe the other route would benefit Florenceville. From the letter he had read he believed the N. B. Railway Co. would favor the southern route. He could not see the force of Mr. Baird's argument in opening up a way for the lumber and bark of the east side, as bark was as high at Florenceville as at Bridgewater. In case of trade with Canada, three cents a barrel might be saved on freight on flour, but this was nothing in comparison with the exports. It would save crossing two bridges, which were liable to be so damaged by ice as to suspend traffic. He here explained the necessity of those in the forwarding business having constantly an open thoroughfare to the best markets, and losses he had sustained by damage to the bridges by ice. He claimed that the cost of a bridge across the river would build the additional twelve miles on the southern route, provided the usual subsidies were secured, and the bridge would cost \$3,000 a year more to keep it in repairs. Then if this route were selected, where there was now one shingle machine in operation there would then be three, and the same in proportion with other industries. Considering all, he was in favor of the southern route, which was also the shortest, but would give his aid to whatever route should be decided on.

David Irvine, M. P., said he enjoyed the pleasure of being present. The subject was new to him. All agreed that owing to the extensive business done at Centreville and in its vicinity they needed greater railway facilities, and thought it made but little difference what route should be selected. But he

differed with Mr. White, as he believed the route was a proper subject to discuss, and we should come to a decision and have a profile of the route before asking the government for aid. It would be necessary to show the use and capabilities of a road before approaching the government; this would be necessary as a business matter, as would also an act of incorporation and charter. As a company we could not afford to run a branch to either place, a truck line could kill it out. He thought it the duty of the promoters to consult with the N. B. Railway Co., and see if they would accept the bonuses obtainable and construct a road. They might not acquiesce, but by getting the bonuses further inducements could be held out. His opinion was that it was practicable to build this line of road when we fully consider the advantages that would accrue to it. We could claim that every foot of the line would traverse a good country. It was not merely to tap an agricultural district, to accomplish which it would pass through a sterile country, but all the country through which it would pass was settled and prosperous, and would at once contribute to the sustenance of the road. Another idea to be considered in devising ways and means was the probability of support from the proposed American terminus. Will the American people be satisfied to have this line tap their country. The residents of Bridgewater are nearer Debrec via N. B. than via Houlton. Aroostook county has already a charter to build a line all the way on the American side, and would Bridgewater and vicinity be willing to adopt this line and save building a longer one. We have a different way of raising money for railways than the U. S. Both our Dominion and Local governments give bonuses to railways, but they never grant a single bonus, they generally grant a lot at a time. Our representatives can say that this noble county of Carleton has as good a right to a bonus as any other. None of us but Mr. White expects to build the road out of his own pocket. Most people expect to make rather than spend money in building railways, but there is no bonanza in this line. There was no trouble in building railways; he did not anticipate there would be any trouble in building this line to Woodstock, but the trouble would be to run it.

Dr. Atkinson, M. P. P., said all agreed on one point—we want a railway. But there was a difference of opinion as to the best route to take. He would prefer being non-committal, but he would be definite. He believed the road should go by the upper route. Mr. Ketchum had said that it would be no advantage to Florenceville, but they must differ in this. The Western side of the river has access to the trunk line, and for five months in the year the St. John river is bridged by ice so as to make the road freely accessible at any point. He said he also had a letter from E. R. Burpee, from which he inferred that the N. B. Railway Co. were favorable to the route by Florenceville. Another point was that when the N. B. R. should be extended to River du Loup Centreville would be cut off from the north except via Woodstock if the southern branch should be selected, Centreville should have equal access with other places to Montreal or Boston. The bridges were no objection. He did not consider this meeting a sufficiently representative body to decide on the route. We want to touch and retain the Bridgewater trade, and they want to reach the nearest way to market. Two lines cannot be successfully sustained. The long route would not be a paying route. It would cost less than \$10,000 a mile to build either route. Four and a half miles down the Presque Isle would cost \$45,000 and the bridge \$15,000—a total cost of \$60,000; while the longer route would cost \$200,000 to build. It would be easier to obtain a subsidy by the short route.

W. T. Drysdale said he was only present by accident and had not given much study to the question, but was glad to receive the information he had here. The proposition had been laid down clearly that when money was to be spent to build a railroad it should be laid out so as to benefit the largest possible part of the country. He questioned the possibility of getting a road from Florenceville up the Buttermilk Creek to the valley of the Presque Isle at Centreville; believed engineering difficulties would present themselves that could not be overcome by reason of the cross-section of country that it must needs pass over. The only possible route was to follow the Presque Isle to its mouth, and therefore Florenceville could not be benefited by it. It might be possible to find a route by way of the White Marsh stream, but he was not sufficiently acquainted with that section to express an opinion. He would like to have information of the paying probabilities of the line to Bridgewater. He claimed that but little had been done by way of subsidy for this county and that we had a good right of demand. He pointed out the business preliminaries necessary before a subsidy could be procured. A plan of the route would be necessary, and therefore a preliminary survey, to accomplish this it would be necessary to raise an amount sufficient to pay preliminary expenses. Better open a subscription and raise the amount in that way. The road if it took a southern route would pass through Simonds, Wilnot, Wakefield, and touch Wicklow and Woodstock, and he believed that the County Council would be willing to grant a small bonus, which he considered was only justice compared with railway privileges now enjoyed by other parishes. As to access of these lower parishes, to the railway stations on the east side of river as referred to by Dr. Atkinson, being by ice five months in the year, the same privilege was now enjoyed by Centre-

ville, and all on the west side alike. But he thought different sections should all be ready to assist each other. He advised that a subscription list be opened and a preliminary survey proceeded with.

C. A. Harmon expressed pleasure at seeing so many present, and interested in railway construction. He was sorry to see any division of opinion about the route which the proposed road should take, and thought a division should not be reached too hurriedly. It was too early yet to discuss a route before preliminary surveys had been made. Citizens here or elsewhere must unite together and get a charter. He believed it was useless to think of a company to construct and run a road independently. Any company that might be formed must act in harmony with the N. B. R. Co., as all freight transported by the proposed road must also go on the N. B. R. They had the trade of the County, and he thought they would be willing to act with the projectors of this line; there was no reason why they should not. If anything was to be accomplished we must strike quick, as he believed that governments would, at the present rate, soon get sick of granting subsidies. It is a favorable time now, but we must move smart, and move in harmony with the N. B. R. Co. It would no doubt be gratifying to every man to have a railway pass his own door, but sectional standpoints and feelings should be removed, and that which would bring the greatest advantage to the people should be considered. He had nothing at present to say about the different routes.

George Collins, of Bridgewater, said he didn't wish to occupy time, and being an American citizen didn't know as he should make special reference to any locality for the road. He had a large interest in traffic over the road, and found it very inconvenient to make connection with the railway system, but as to the route that the proposed road would take through New Brunswick he did not care a fig. His only object was to have the cheapest route to get the products of his mills to market. They had tried hard to get a road on the American side from Houlton up through Aroostook, but they did not get the same government encouragement there as we did here. Their greatest efforts had been exhausted, and still there was no road and no money to build one. Nothing but a survey. It was therefore important to them to know where they could get railway connection. He advised that the cost of construction and operation should be first well considered, and also the benefits to be obtained. It is natural for every man to want a road by his own farm, but it takes money to build railways. We should enquire first the necessity of a railway. He did not doubt the fertility of the districts through which the road would pass to Woodstock, but what was there to support a railroad. The few cattle and grain raised there would not do much to support a road. He didn't see that we needed a road there very much. Said he could show that a railway was not a benefit to the farmers in the country through which it passed, and instanced Western Maine, which 45 years ago was without railways. The country there had not progressed by the introduction of railways, and all the farmers wished them a little further off. He was as deeply interested as any one in Aroostook County, and if the tariff was the same it did not make any difference to him which way the road went. Bridgewater was not the only place interested in this matter. A good deal of freight comes across the line, but it does not all come from Bridgewater, and the traffic from all these places should be considered. The trade of Monticello would likely go to Houlton where it could be forwarded in sealed cars. Bridgewater and locality would produce a vast amount to this road, whichever way it went. He said we must be united if we expected to succeed. It was division that frustrated their railway development. The interests of Houlton and the Upper Aroostook could not seem to harmonize, and so they lost their road altogether. The country from Woodstock was well developed; the country was good, all settled, and had reached a high state of development. A railway running through it would not increase its productivity. The greatest part of our territory lies on the east side of the river, and to develop the country the products of the forest should have a convenient way to market. It is to this locality we should look for development. A road going through a farm would decrease the value of the farm. He said he had no feeling of preference about it. People who want homes should be lead to find them in the undeveloped country, and by their settlement make it become tributary to the common weal. This country has two advantages—the St. John river and the railway. The river was much the cheapest way to send freight; the railway was an addition, but an expensive one. No odds who finally pays the amount, it all comes out of the sweat of the brow. We should be united in getting both Local and Dominion subsidies, and not support the representatives that would not favor it. He exported 150 tons of starch from Mars Hill, and 150 from Bridgewater; the rest of his starch would go either to Presque Isle or Houlton.

D. Irvin, M. P., said he believed there was no difference of opinion with any gentleman in this hall, and the gentlemen who had just sat down as to the necessity of a road. The finest lands on the east side belong largely to the N. B. Ry Co., such as were not held by the Government. We want a railway to Centreville, and the Americans could exemplify their generosity by giving a bonus to continue the road from the boundary line to