

# THE GOVERNMENT'S VALLEY RAILWAY SCHEME DISSECTED

New Brunswick Asked to Defray the Cost of a Line To Vanceboro to Give the I. C. R. Connection With the Maine Central--A Startling Proposal.

(St. John Telegraph.)  
In spite of the secrecy surrounding the new plans of the Valley Railway the whole project is really more startling than was the thought at first.

In the first place, the original routes from Centreville to Grand Falls and from Gagetown to Rouses Point, have been abandoned. The fact that the dominion subsidies between these several points have expired and been cancelled places New Brunswick at the mercy of the federal government whose railway department has been trying in every way to get clear of a contract to operate the Valley Railway upon terms as originally agreed upon.

When the acting premier, Mr. Murray, and Hon. Mr. Baxter were in Ottawa recently they were faced by this condition of affairs and were persuaded to adopt an alternative plan which will make a greater drain than ever upon the credit and resources of New Brunswick.

To save the dominion the cost of construction of bridges across the St. John and Kennebecasis Rivers, which Engineer Maxwell, in his latest survey, is said to have reduced so that \$2,000,000 is much nearer the sum than \$3,000,000, the department of railways suggested that the Valley Railway should make connection with the C.P.R. at either Westfield or Welsford and have its terminus there. Then the Intercolonial would operate the Valley Railway as far as this terminus and upon its own account get running rights over the C.P.R. and the Cantilever bridge and railway to the St. John depot.

This, The Telegraph's authority states, is the plan and several years hence if the traffic shows that it would be cheaper to have its own line from Westfield or Welsford, then the government (I.C.R.) will have an independent entrance, but as part of this plan this same authority said, it would be necessary to build an overhead bridge at Mill street for the city traffic, as any more additional freight would so congest that thoroughfare as to make conditions impossible.

"Of course," he said, "when they had an independent entrance there would be a new bridge across at or

below the falls but that was in the future and need not be thought of now."

From Gagetown to the C. P. R.

The route from Gagetown to the C.P.R. would, he said, be chosen with regard to grades and expense and the country that yields the greater traffic to the road. He pointed out some of the great difficulties of the river route, the long detours and bridges and said the river steamers competition in summer time was a great drawback to choosing this route. The Welsford route, on the contrary, was through country agriculturally rich and promising, and the grade would not be hard to get. But he pointed out, everything would depend upon the detailed survey to each point. It was somewhat shorter to Welsford than to Westfield but the freight charges of the C.P.R. would be greater from Welsford because it is about ten miles further from St. John.

He did not seem to think there would be any large amount of traffic from the Grand Trunk Pacific. What ever did go over the Valley road would come via McGivney to Fredericton and thence to St. John by the Valley. But in order to handle any big trains and engines such as go over the Transcontinental, the Canada Eastern from McGivney to Fredericton would have to be straightened out and rebuilt in many places and there would have to be a new and stronger steel bridge across the river at Fredericton.

Some Comparisons.

He pointed out, however, that the mileage from Grand Falls to Fredericton via McGivney was shorter than it would be by the Valley road if extended to Grand Falls. He said nothing about the people that would be accommodated by each route but gave these figures:

Grand Falls to McGivney, ninety-seven miles.

McGivney to Fredericton, thirty-four miles.

Total, 131.

And then by Valley line if completed:

Grand Falls to Andover, twenty-

four miles.

Andover to Centreville, twenty-six miles.

Centreville to Fredericton, twenty-eight miles.

Total, 138 miles.

By present C.P.R. line, Grand Falls to Woodstock, seventy-one miles.

Woodstock to Fredericton, sixty-four miles.

Total, 135.

This railway authority gave the above figures and then said that through freight from the west over the Grand Trunk Pacific could be handled far cheaper to Fredericton via McGivney, provided the I.C.R. improved the Canada Eastern and rebuilt the Fredericton steel bridge.

The dominion government was apparently willing to do this and save hauling around by Moncton, which is ninety-six miles from McGivney and then ninety miles from St. John, or 186 miles as against 124 miles from McGivney to St. John via Fredericton and the Valley line, with C.P.R. connection.

But there was, apparently another condition. The Intercolonial, or government railway as it is now called, does not want to continue paying the Canadian Pacific for the Maritime Provinces from Vanceboro to St. John, and so the big Dominion of Canada proposes to little New Brunswick to issue some more guarantee bonds, about \$2,000,000 worth, to construct an air line fifty miles or more long, from Vanceboro to a point ten miles above Fredericton on the Valley road so that freight and passengers from New York and Boston for Nova Scotia and P.E. Island shall be able to make a short cut through the centre of New Brunswick C.P.R. and points east by the I.C.R. instead of going to St. John by the Valley. This is how the railway mileage would work out.

By the new lines:

Vanceboro to Fredericton, sixty miles.

Fredericton to McGivney, thirty-four miles.

McGivney to Moncton, ninety-six miles.

Total, 190 miles.

By the old route via St. John: Vanceboro to St. John, ninety-two miles.

St. John to Moncton, eighty-nine miles.

Total, 180 miles.

The Old Route Shorter.

The old route is shorter than the new one through the centre of the province, but Mr. Gutelius points out, so The Telegraph is told, that New Brunswick will be getting forty per cent. on all the through traffic over this new link with the American railway at Vanceboro. The interest on this \$2,000,000 at present interest

## BRONCHITIS

COMES FROM A NEGLECTED COLD.

Bronchitis starts with a short, painful, dry cough, accompanied with rapid wheezing, and a feeling of oppression or tightness through the chest. At first the expectoration is a light color but as the trouble progresses the phlegm arising from the bronchial tubes becomes of a yellowish or greenish color, and is very often of a stringy nature.

Bronchitis is usually at its worst in the morning on account of the phlegm becoming lodged in the bronchial tubes during the night, and it very often takes some time coughing and gagging before you can get the throat clear of the phlegm. When this happens you may be sure that if the bronchitis is not attended to immediately it will sooner or later develop into pneumonia, or some other more serious lung trouble.

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rates, would be \$100,000 and New Brunswick would have to get at least \$1,750 per mile to pay the interest, to say nothing of other charges.

Then the line to Westfield, about forty miles, means another \$1,400,000 at \$35,000 per mile. The money in the hands of the Prudential Trust can be checked out and with the share of the extra bond guarantee for fifty miles, which should be intact, there should be nearly enough money to construct the line to either Westfield or Welsford.

But there will have to be another flotation of bonds to build the line from Vanceboro to the Valley line if that astounding proposition is insisted upon.

The Bonds to Date.

The bonds which the province has issued to date and the interest charges are:

First mortgage 4 per cent. \$4,250,000

Second mortgage, 4 1/2 p. c. 1,700,000

Total \$5,950,000

Interest yearly 246,500

If the Vanceboro link is built and the mileage is between fifty and sixty miles, the additional bond issue will add \$2,000,000 to this and make the total nearly \$8,000,000.

"Bet I know where you got that necktie."

"Five bucks says you don't."

"Around your neck, you boob."

JUST STAYING.

"Where are you living now, Podgers?"

"Nowhere. Rooming at the same old place."

"Are you going to the fancy dress ball?"

"Oh, yes."

"In what garb?"

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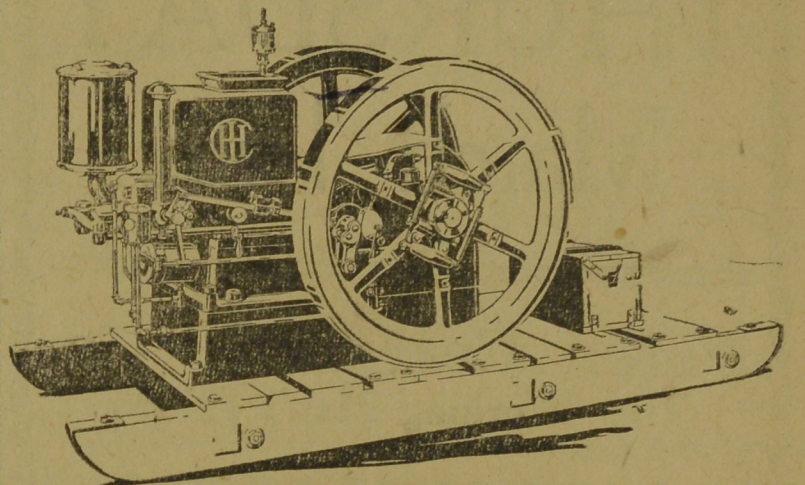
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"Why, I never heard of such a thing," said John. "The idea of getting quotations from a doctor; it's the asylum for you."

"Well now, why not? I am a specialist in printing and publicity. I study my business just as carefully as any doctor can do. If I do say it that shouldn't, I have just as much brains as the average doctor. I strive to give my customers the benefit of my knowledge, my artistic skill and judgement and my ideas on publicity. I give service as the term is understood in the Twentieth Century."

"When some people around here have a little printing to be done, they visit all the printing offices, get quotations from each one, and then give the work to the man who gives the lowest figures."

"The ordinary user of printing knows his own business, but he is no more a judge of the work of printing than he is a judge of what sort of medicine a doctor should give him for the cure of his ailment. If people ask me for quotations and pass me by if my price happens to be a little more than the other fellow, why shouldn't I apply the same method to the doctor, lawyer, dentist and painter? Why not? It's a mighty poor rule that won't work more than one way."

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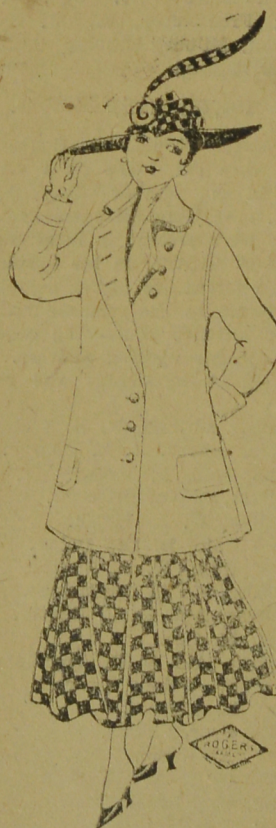
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