

## NEW BRUNSWICK'S CLAIMS WERE STRONGLY PRESENTED

Premier Foster Tells About the Interprovincial Conference—Claim Made on Behalf of the Valley Railway is a Strong One—Will Have the Consideration of the Government—Proposal in Regard to Other Branch Lines.

Premier Foster, who returned from Ottawa where he attended the interprovincial conference has given the St. John Telegraph a very interesting interview in which he deals with matters discussed by the conference. In reference to the St. John Valley Railway he said:

### Valley Railway

"Now we come to the matter of the St. John and Quebec Railway or the Valley Railway, so well known to us all by the latter name. Our request is that in formulating its general railway policy the government should include this line, take over the ownership, and relieve the province of the tremendous burden of interest which has followed its construction. This was not considered in open conference, but was formally presented to the chairman in a letter from myself which will gain it further consideration at the proper time. Our position with regard to this matter, however, was very generally understood, because on a previous occasion the views of our government had been placed before Sir Robert Borden, the prime minister, personally. We claim that in the readjustment of the railway situation in Canada, the taking over of the Transcontinental Railway between Winnipeg and Moncton and the Canadian Northern Railway and its branches from the Atlantic to the Pacific the little railway which New Brunswick has fathered, and which is now being operated by the dominion government railway system, should also be included in the list. Many of the smaller branches in New Brunswick, owned privately, have been taken over. The province of Nova Scotia has been relieved of its obligation upon the guaranteed bond issue of the Halifax and South Western, by reason of the Dominion government taking over the Canadian Northern lines. New Brunswick was forced to complete the Valley Railway and to spend about six million dollars of its own money and nearly a million more for interest. This would never have been done or the railway undertaken indeed had not the Dominion government entered into certain obligations to give us transcontinental connections at Grand Falls, to operate the road on a sixty to forty per cent basis, and to aid in the construction of bridges across three big rivers. Since that agreement was entered into in 1911, the Dominion government not only broke its pledge by cancelling the subsidies from Andover to Grand Falls thereby making it impossible to connect with the Transcontinental, but also withdrew its aid for the construction of the bridges and finally, by taking over and operating the Transcontinental diverted the western trade which would have assisted towards paying the interest upon the guaranteed bonds, along its own lines to Moncton, and entirely away from the port of St. John—the ocean port which was to have been assisted by the construction of the Valley Railway.

"We feel that our claim for taking over this road is so strong, that it would be injustice on the part of the Dominion government to refuse to relieve New Brunswick of her interest when so many of the provinces from the Atlantic to the Pacific have been given financial aid, because their guarantees to the Canadian Northern are now taken over by the Dominion government since its acquisition of this transcontinental line.

### Other Lines

"While on railway matters Hon. Mr. Veniot and myself had an interview with the government relative to the acquisition of the Caraquet and Gulf Shore Railway and Kent Northern Railway, branch lines, which lines have not as yet been taken over by the Dominion government, the owners having so far refused to accept the terms offered. I was practically desirous that some arrangement should be made for the operation of these lines which tap a very important section of this province before the winter sets in so as to ensure communication to

those parts of the province through which these railways run. The owners having refused to accept the terms offered we offered the suggestion that the compensation to be paid for same should be determined by the chairman of the Board of Railway Commissioners for Canada. The consideration of this proposal is now before the government and we have hopes that this important matter may be settled in that way.

"There were many subjects discussed in the conference of which one does not feel at full liberty to speak at the present moment. It is sufficient to say that the very hard work done by the delegates will, I believe, result in a better mutual understanding and strengthen the efforts of those who took part in the deliberations. Whether they were endeavoring to increase the strength of their province, or making claims which they justly believed in, or whether they were trying to help the men who have fought for the empire, all were acting in the very best interests of the Dominion at large and aiming to increase the confidence of the people in the future of Canada."

## THOS. WANDLESS HAS RETIRED AS VERGER

(Continued from Page 8)

changes that have taken place in the lower end of the city since the first took office. In earlier years the settled portion of the city was bounded by Queen and Charlotte Streets and by Smythe Street and Sunbury Street now University Avenue. Back of the residence of Messrs George Bidlake and C. W. Hall in Brunswick Street stood the Old Collegiate School which was later turned into a cannery factory. Later a new High School was built opposite the Cathedral to be torn down still later and the school removed to York Street. The father of the late Rev. Canon Roberts was for some time a teacher in the old school and the principal of the new school was Dr. George R. Parkin. It was about this time that the late George E. Fenety, then Mayor set out trees along the river bank causing it to be named after him—Fenety Avenue. Mr. Wandless states that at the time he entered the Cathedral in his present position a portion of the business part of the city was down town. There were the D. F. George Wharf, the Sherman Wharf and the Dowling Wharf before the railway bridge came into existence. Boats landed lumber there for building purposes, etc. and a large grocery store was run in Waterloo Row at that time by the late Mark Neville, father of Mr. James L. Neville of this city. There was then no bridge across the Nashwaak River and a ferry ran between Lower St. Mary's and a point below where the railway bridge now stands. At the end of the present bridge was the St. Ann's Boat Club House. In those days yachting and boating were at their height. Where the C. G. R. station now stands was the site of this residence of Dr. George R. Parkin.

### Building of Railway Bridge

The railway bridge was constructed in the early eighties and the cornerstone was laid by Lady McDonald. Referring to the condition of the Cathedral at that time Mr. Wandless says there have not been many changes in the building except as a result of the fire seven years ago. On the outside the building was surrounded by a wooden fence painted black with three white gates. Since that time the fence has been torn down and the grounds have been cared for.

Mr. Wandless had a very interesting career and can supply much interesting information concerning his recollections of earlier days in Fredericton.

### Had a Good Time

Thomas C. Dougherty, popular clerk at the Barker House has been spending several days on a hunting trip near Waasis. While he got no big game he had an exciting time. Mr. Dougherty states that partridge were abundant although restrictions are placed against shooting them.

Mr. S. Douglass of Stanley is registered at the Barker House.



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