

VALLEY RAILWAY BILL PASSES THROUGH COMMITTEE

Amendment Moved by Mr. Robinson to Ensure Transcontinental Connection Voted Down by Hazen's Majority---Few Changes Made.

The Valley Railway bill was passed through the committee of the whole yesterday and will come up for a third reading today. Several amendments were made which greatly improved the bill. It was first announced that the company constructing the road under part two of the bill would be entitled to any surplus of the 40 per cent. to be paid from the gross receipts, after interest on the guaranteed bonds were paid. The northern terminus of the road which was fixed at Andover was changed to any place in Victoria county. This permits of the road going to Grand Falls and there joining the Grand Trunk Pacific. A resolution offered by Mr. Robinson to make it obligatory on the part of the company constructing the road to construct a line to connect at the Quebec bridge, concurrently with the construction in New Brunswick was voted down. Another amendment giving a railroad with a terminus at L'Etang or some other Charlotte county port running rights over the road was passed. Mr. Hazen said that while there was nothing in the bill regarding the Dominion subsidy he was informed by the company that they would not enter into a contract unless they received the subsidy.

The house met at three o'clock. On the motion for third reading of the bill to amend the act incorporating the Aluminum Production Company of New Brunswick, Hon. Mr. Grimmer moved that the bill be referred back to the committee for further consideration.

The house went into committee, Mr. Sweeney in the chair and amended the bill so as to exclude oil and gas which were now classed as minerals from the operation of the bill.

Hon. Mr. Hazen introduced a bill relating to the custody of children,

which he said was intended to restore the law to the position it was prior to the last consolidation.

Hon. Mr. Hazen introduced a bill respecting the winding up of companies so as to make the provision of the law include railway companies.

Hon. Mr. Grimmer introduced a bill to amend the game act, 1909, which he said was to remedy some little defects and discrepancies which had cropped up since the passing of the act. It would settle who were and who were not residents, change the date for shooting black duck and shore birds; prohibit the trapping of muskrat except in the spring and taking of sea-gulls eggs after the middle of June. It also made some alteration with regard to ladies who were members of hunting parties but who didn't themselves shoot.

The house went into committee again, Mr. Sproule in the chair, and further considered the St. John Valley Railway bill.

Hon. Mr. Hazen said that the matter of the 40 per cent. earnings when they were more than sufficient to pay the interest on the bonds, had been considered by himself and the leader of the opposition and an addition to the section had been agreed between them under which the 40 per cent. would be paid to the government and the interest on the bonds paid out of it and the balance, if any remaining, would be paid to the company.

Consideration of part three of the bill was then proceeded with.

Mr. Tweeddale said that it might improve the usefulness of the bill, if, instead of providing that the road should commence at Andover, it should commence at Grand Falls so as to give connection with the G. T. P. at that place.

Hon. Mr. Hazen declined to accede to this proposal but offered to insert after "Andover" the words "or some

other place in the county of Victoria."

Mr. Tweeddale said there would be no point whatever in doing that unless it were expressly stipulated that connection should be made with the G. T. P. at Grand Falls.

Mr. Leger (Westmorland) agreed and thought it would be in the interests of the valley road to connect with the Trunk line of the G. T. P.

Mr. Sweeney said that the valley road should certainly have some connecting link with another road or one that had access to some other road, so that the facilities for traffic would be increased. The same trouble happened with the I. C. R., when it stopped at Levis that it had no through connection. It might be that the valley line would develop considerable traffic and every possible facility must be given to enable the road to live. It seemed to him that Grand Falls was the very place to which to extend this road. It was a place that was rapidly rising in importance and had every prospect of becoming the centre of a large business community. If the valley road stopped at Andover the government would not be justified in giving the large amount of assistance which it proposed to do to it unless it had connection with some trunk line, preferably the G. T. P. For it to stop at Andover would leave it nothing but a local line and its usefulness would be seriously impaired.

Mr. Tweeddale said that this portion of the bill contained a great many features which ought to be thoroughly discussed and the government seemed very obstinate with regard to the matter. Unless there were some means of providing for some difference in grade it would be impossible to construct the road so as to be operated by the Intercolonial. The distance between River DeChute and Centreville was such that a four-tenths grade could not be got unless they had cuttings half a mile deep. As therefore it seemed impossible to have a road built under part two they must rely on part three. It was most important that connection should be had with Grand Falls, otherwise it would only be a branch road which would have no chance to pay the interest on its bonds. It would be no benefit to the farmers of Victoria county above Andover because they would have to take their produce across the river to the C. P. R., and it would be no benefit to them in another way if it only connected with St. John. A farmer wishing to ship his products to the United States would still have to haul them to the C. P. R. or if he took them to the valley railway, that railway would simply carry them to the nearest point of connection with the

C. P. R. and turn them over there. The failure to connect with the trunk line would shut off a large earning capacity and no company would operate at a loss. No one could say that it would do would be to extend the facilities for traffic. There was nothing in part three to insure the operation of the road for a single year. Under part two in the Intercolonial leased it they would have some security that the road would be worked for 99 years at any rate, but under part three they had no guarantee whatever and if a company found it was losing money, there was nothing to prevent them shutting up at once and then where would the government be? What security would they have?

Hon. Mr. Maxwell said it would be a pleasure to listen to his hon. friend if they had any assurance that he was honest in what he said, but no one who knew him would doubt for one moment that his criticism was purely factious. Would anybody take him to be the same man, who in 1907 had stood up in the house and voted for Mr. Pugsley's scheme? The hon. gentleman seemed to think it was a very serious matter because the valley railway would not work in connection with the G. T. P. From one end of Canada to the other his words would go forth as a disgrace for the contemptible description which he had endeavoured to put upon a road like the Intercolonial. He (Maxwell) had travelled in a good many states of the union but he had never travelled on a better road than the Intercolonial was at the present time and the road that they proposed to build under part three would be in every respect the equal of that line.

Mr. Upham said Grand Falls was the only place where a through connection could be obtained and if it was not made there the road would be nothing else but a local one. If the company found out that it did not pay them they would not care if they operated it or not and what would the government do then. There was nothing but the rails to represent the guarantee. There was nothing at Andover in the way of freight but what the C.P.R. was handling now and there were no new sources of supply. A road was badly wanted of that there could be no doubt and if they had to have one under the provisions of Part three at any rate let them have a Trunk line connection.

Mr. Hatheway said the member for Victoria had made some observations which showed that he could hardly have read section 27 of the bill. He (Hatheway) had never read any section such as that in any other railway act under which such complete

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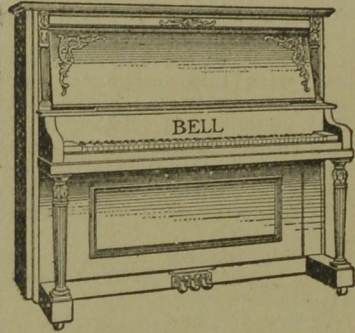
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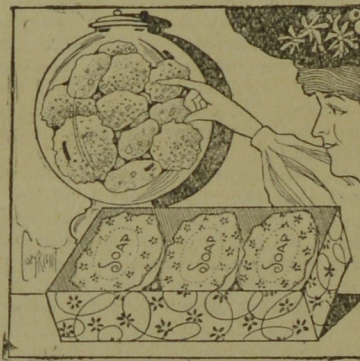
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security was provided. Section 27 expressly stipulated that a mortgage must be given on everything the Company possessed therefore, he could not see where the lack of security came in, besides no bonds would be guaranteed by the Government unless (Continued on page 3.)



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