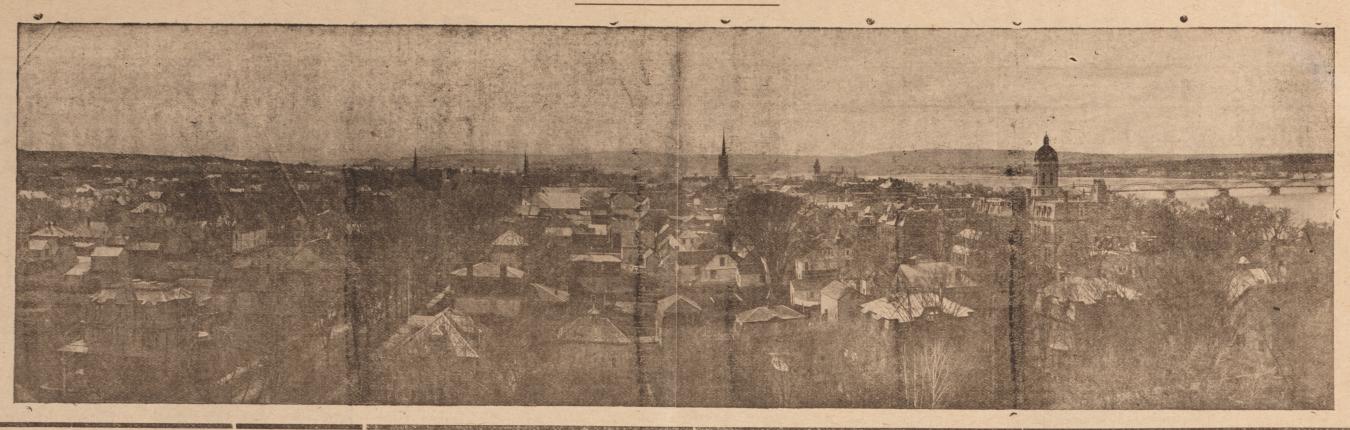
VIEW OF FREDERICTON THE CAPITAL OF NEW BRUNSWICK



(Continued from page one)

for some weeks. This Board protested, the City Council did likewise, and sent a delegate to Washington, Mr. John S. Scott, then an alderman, who succeeded in having the order revoked, and Mr. Sharkey re-established in business.

In 1905 this Board recommended that the Provincial Government enact a law for the regulation and control of public utility corporations, and in 1910 such a law was passed cided to build the Transcontinental and is now in operation.

TOURIST COMMITTEE

Railway Committee of the Board of means for that purpose. This in has just taken office.

VALLEY RAILWAY

When the Federal Government dethe route through New Brunswick be.

Trade are its two most beneficial short was the scheme decided upon. The Board, as already stated, was kind. branches and demand the continual and inaugurated by our Board. How organized in 1891, is now twenty attention of the men appointed to well it has succeeded you all know, years old, and like a healthy Canaperform these duties. They have albut not very many of you know the dian youth, has year by year grown ways had, and I hope will continue time spent opon this work by the stronger, more vigorous and hope-however, this is a matter that should to have the hearty support of every members of your Council, and espec- ful, and like Canada itself, more demember and of our citizens gener- ially by the then secretary, Mr. termined to become great. I think Winslow, who became really obsessed the results of its work has fully justiwith the undertaking, and through fied its existence. (Applause whose efforts the people not only of this city, but from Grand Falls to St. John became enthusiastic in the Mr. J. D. Palmer, dealt with the understanding, then each railway to get back again. He was glad Has Foster, ex-minister of finance for Ca-

romotion of the Valley Road. I be subject of "Transportation" in a should build a new and up-to-date Worship had referred to Fredericton's nada. (Applause.) The other was clear and concise manner and made several suggestions concerning improvements in railway accommodation which were heartily applauded. His address was as follows:

Mr. President and Gentlemen:-The matter of transportation facilities, is a very important factor in the welfare of a City, and particularly so, in the case of a city like Fredericton that is endeavoring to convert itself into a distributing and manufacturing centre. We all recognize how essential it is that deliveries of merchandise of any kind, both inward and outward should be executed as promptly as possible—and the city that is endeavoring to supply goods of any kind to outside communities, gets the largest share of the business that has the best railway or delivering facilities.

One of the greatest demands of modern business is promptness, and in competitive business where everything else is equal, promptness always wins. I think that we all feel that there is a great deal of credit due the Board of Trade of Fredericton, for the way in which they have in the past few years endeavored to place the city on a better basis with the railways as to both outward and inward freight rates and also passenger accommodation.

A city to enjoy the best shipping facilities for doing business, must be a competitive point, that is, have two or more transportation lines running into it.

CITY WELL PLACED

Fredericton is very well placed in this respect, it having both I. C. R. and C. P. R., and also for at least six months of the year, an open riv- station and it is the duty of the tysi- sanitary conditions. The city's lia- | Hon. Wm. Pugsley, the present mincame a burning question to this sec- lieve this road must now be built tion of the country. The decision in and with its building must come a drawing twenty to thirty feet of to see that we get it. Many other questions of a public favour of the central route however, great boom to our city and country. water.

Regarding Railway Facilities. In provements made to the general bene by no means discouraged the Freder. Our first president was John M. the first place, I wish to say that fit, but perhaps the one from which icton Board of Trade in their deter- Wiley, followed by James S. Neill, our railway from Fredericton to Chip- most modern in the world. That it brought into the city over \$60,000 a Fredericton and indeed the province mination to have a railway down the Allan H. F. Randolph, William Le- particularly station agents, etc., of man; this would open up consider- had been of benefit was shown by the year. (Hear! Hear!) at large has received the largest river valley from Grand Falls to St. mont, C. Fred Chestnut, Fred B. both roads are very efficient, pains able new territory and business that fact that typhoid had been practicalamount of public advertising result- John. I remember the meetings the Edgecombe, John Palmer, John J. taking and courteous gentlemen, and Fredericton would be in a splendid by stamped out. Mr. Chestnut also ed in the appointment of a Tourist Council of the Board held to discuss Weddall, Geo. Y. Dibblee, George W. if we have any fault to find with the position to cater for. It is business referred to Fredericton as an educa-Committee by this Board in 1896, a plan of campaign for the constructional centre, mentioning the Univer-The work of this Committee is too tion of the road. Finally it was depresent incumbent. There have been find with their local employees. (Appendix and if as we all hope to see in a sity of New Brunswick. (Applause.) well known by you all to occupy cided to prove to our governments three secretaries, myself from 1891 plause.)

NEW STATIONS NEEDED

It seems to me however, that we have need of a new station for each road. My own idea would be a Union station, as it would very considerably facilitate both freight and passenger business, but failing in that, we should have a new station for each railway. (Applause.)
Take the C. P. R. for example—I

am sure that a stranger coming into Fredericton for the first time, cannot be favorably impressed with their station. It is a very much outof-date structure and very inadequate for the demands of Fredericton; there are several places in New Brunswick where the C. P,, R., have very much better stations, towns that are not nearly as large or important from a commercial standpoint as Fredericton. Take Woodstock for instance, they are building a new station, costing, I believe, in the vicinity of \$50, 000. Why should Fredericton not have a station of that kind or even better? I am sure Fredericton does much more business with the C. P. R. than Woodstock.

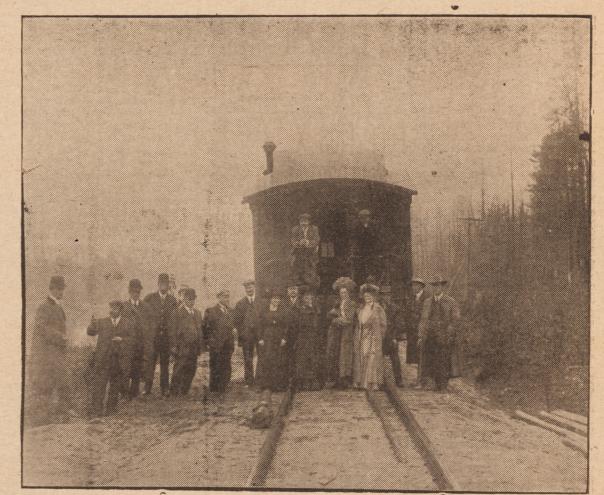
Or, take the I. C. R. station and terminal facilities, even the chief officials of this railway admit that their facilities are inadequate for the business they do in Fredericton, and almost any little village along the line has a better station than we have, and beside, Fredericton is a terminal point, which is a very im-

IMPORTANT PROBLEM

be grappled with at once by the business people of Fredericton. I believe the correct solution of the matter, an address on the subject, "Frederic- carly in the seventies, the record of would be a union station, but if, as ton as a Place to Live In." He had close competition between two young is sometimes said, the railways can never known of a Fredericton man nien afterward famous in the history

C. FRED CHESTNUT.

portant factor, in a matter of this I think gentlemen, as a province, U.N.B., followed. He said he appre-New Brunswick has as good a future ciated the regard of Fredericton's as any in Canada, and as a city, citizens to the U.N.B. The Universi-Fredericton has the best future af ty was a great asset to the city. About the station problem, I think any in New Brunswick. (Applause.) (Hear! Hear!) Some great men had gone out from the classic halls of U.N.B. While looking over the old Mr. C. F. Chestnut followed with records of the College he had found



EXCURSION PARTY ON THE NEW TRANSCONTINENTAL RAILWAY IN NEW BRUNSWICK

er, navigable at any time for vessels ness men and citizens of Fredericton, bility, as many might not know, was ister of public works. (Applause.)

LINE TO CHIPMAN

short time the St. John Valley Railway, a certainty, Fredericton's business should increase very rapidly.

CHANCELLOR JONES.

Dr. C. C. Jones, Chancellor of the

about half a million, two-thirds of Dr. Jones proceeded to mention other which was incurred by the installa- public men who had been graduated tion of water and sewerage systems. from U.N.B. He stated also that on I hope to see before long, a line The filtration plant was one of the a conservative estimate the U.N.B.

F. ST. JOHN BLISS.

Judge Bliss was the next speaker. Mentioning the needs of the country. he said that means of transportaion was the great need. The Roman

· (Continued on page three.)



your time at present. The Tourist the absolute necessity for this road, to 1908, J. J. F. Winslow, 1908 to

Association, the Transportation and and ask them to build it or provide 1911 and Mr. H. S. Campbell, who

PROVINCIAL PARLIAMENT BUILDING, FREDERICTON, N. B.

nature have been discussed and im- while it came as a disappointment, (Applause.)

SALMON FISHING ON THE ST. JCHN RIVER NEAR FREDERICTON