

## 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 and is now in operation.

Railway Committee of the Board of Trade are its two most beneficial branches and demand the continual attention of the men appointed to perform these duties. They have always had, and I hope will continue to have the hearty support of every member and of our citizens generally.

## VALLEY RAILWAY

When the Federal Government decided to build the Transcontinental route through New Brunswick be-

means for that purpose. This in short was the scheme decided upon and inaugurated by our Board. How well it has succeeded you all know, but not very many of you know the time spent upon this work by the members of your Council, and especially by the then secretary, Mr. Winslow, who became really obsessed with the undertaking, and through whose efforts the people not only of this city, but from Grand Falls to St. John became enthusiastic in the promotion of the Valley Road. I be-

has just taken office.

The Board, as already stated, was organized in 1891, is now twenty years old, and like a healthy Canadian youth, has year by year grown stronger, more vigorous and hopeful, and like Canada itself, more determined to become great. I think the results of its work has fully justified its existence. (Applause)

## J. D. PALMER

Mr. J. D. Palmer, dealt with the subject of "Transportation" in a 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 river, navigable at any time for vessels drawing twenty to thirty feet of water.

Regarding Railway Facilities. In the first place, I wish to say that our railway officials that is, I mean particularly station agents, etc., of both roads are very efficient, painstaking and courteous gentlemen, and if we have any fault to find with the railways, we have certainly none to find with their local employees. (Applause.)

## 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 out-of-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-

portant factor, in a matter of this kind.

## IMPORTANT PROBLEM

About the station problem, I think however, this is a matter that should be grappled with at once by the business people of Fredericton. I believe the correct solution of the matter, would be a union station, but if, as is sometimes said, the railways cannot come to a basis regarding an understanding, then each railway should build a new and up-to-date

I think gentlemen, as a province, New Brunswick has as good a future as any in Canada, and as a city, Fredericton has the best future of any in New Brunswick. (Applause.)

## C. FRED CHESTNUT.

Mr. C. F. Chestnut followed with an address on the subject, "Fredericton as a Place to Live In." He had never known of a Fredericton man who had left home who did not want to get back again. He was glad that Foster, ex-minister of Finance for Canada. (Applause.) The other was

U.N.B., followed. He said he appreciated the regard of Fredericton's citizens to the U.N.B. The University was a great asset to the city. (Hear! Hear!) Some great men had gone out from the classic halls of U.N.B. While looking over the old records of the College he had found early in the seventies, the record of close competition between two young men afterward famous in the history of Canada. One was Hon. George E. Foster, ex-minister of Finance for Canada. (Applause.) The other was



PROVINCIAL PARLIAMENT BUILDING, FREDERICTON, N. B.

## TOURIST COMMITTEE

Many other questions of a public nature have been discussed and improvements made to the general benefit, but perhaps the one from which Fredericton and indeed the province at large has received the largest amount of public advertising resulted in the appointment of a Tourist Committee by this Board in 1896. The work of this Committee is too well known by you all to occupy your time at present. The Tourist Association, the Transportation and

came a burning question to this section of the country. The decision in favour of the central route however, while it came as a disappointment, by no means discouraged the Fredericton Board of Trade in their determination to have a railway down the river valley from Grand Falls to St. John. I remember the meetings the Council of the Board held to discuss a plan of campaign for the construction of the road. Finally it was decided to prove to our governments the absolute necessity for this road, and ask them to build it or provide

lieve this road must now be built and with its building must come a great boom to our city and country. (Applause.)

Our first president was John M. Wiley, followed by James S. Neill, Allan H. F. Randolph, William Le-mont, C. Fred Chestnut, Fred B. Edgecombe, John Palmer, John J. Weddall, Geo. Y. Dibblee, George W. Hodge and John T. Jennings the present incumbent. There have been three secretaries, myself from 1891 to 1908, J. J. F. Winslow, 1908 to 1911 and Mr. H. S. Campbell, who



EXCURSION PARTY ON THE NEW TRANSCONTINENTAL RAILWAY IN NEW BRUNSWICK

station and it is the duty of the business men and citizens of Fredericton, to see that we get it.

## LINE TO CHIPMAN

I hope to see before long, a line of railway from Fredericton to Chipman; this would open up considerable new territory and business that Fredericton would be in a splendid position to cater for. It is business that now goes to St. John altogether, and, if as we all hope to see in a short time the St. John Valley Railway, a certainty, Fredericton's business should increase very rapidly.

sanitary conditions. The city's liability, as many might not know, was about half a million, two-thirds of which was incurred by the installation of water and sewerage systems. The filtration plant was one of the most modern in the world. That it had been of benefit was shown by the fact that typhoid had been practically stamped out. Mr. Chestnut also referred to Fredericton as an educational centre, mentioning the University of New Brunswick. (Applause.)

## CHANCELLOR JONES.

Dr. C. C. Jones, Chancellor of the

Hon. Wm. Pugsley, the present minister of public works. (Applause.) Dr. Jones proceeded to mention other public men who had been graduated from U.N.B. He stated also that on a conservative estimate the U.N.B. brought into the city over \$50,000 a year. (Hear! Hear!)

## F. ST. JOHN BLISS.

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

(Continued on page three.)



UNIVERSITY OF NEW BRUNSWICK, FREDERICTON, N. B.



SALMON FISHING ON THE ST. JOHN RIVER NEAR FREDERICTON