

SOUTHERN
NEW
ENGLAND
RAILWAY

GTR-CVR
EXPANSION
INTO NEW
ENGLAND

Southern New England Railway Construction Resumption Proposed.

The Southern New England Railway Co. was incorporated in Massachusetts and Rhode Island, U.S.A., to build a line from Palmer, Mass., on the Central Vermont Ry., to tidewater at Providence, R.I. The stock is controlled by the Central Vermont Ry., which is owned by the G.T.R. Co., now part of the Canadian National Rys. Construction of the line was started in 1910, but was suspended owing to financial and other reasons in 1912. The charter was kept alive, the last extension being to Dec. 31. The Massachusetts and Rhode Island Legislatures are being asked to extend the time for the completion of the line for two years.

J. S. Murdock, Vice President S.N.E. Ry., Providence, R.I., is reported to have said recently in a letter to the Rhode Island Legislature, that the G.T.R. management had definitely decided to proceed with the completion of the extension to Providence. The grading was very nearly completed when work was suspended in 1912.

Canadian National Rys. officials are reported to have had a conference with the New Brunswick Premier on March 22, respecting the extension of the Southern New England Ry., at which it was stated that the object of the construction is to avoid the possible loss of \$12,000,000 already invested, and \$5,000,000 in penalties for non-completion. When completed, the line will be a valuable feeder

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The question of the extension came up in the Senate at Ottawa on March 22, on a notice of motion covering five questions, by Senator Tanner, Pictou, N.S., who said the matter had received very wide consideration in the maritime provinces. There was a desire to know how far its construction will, or will not, affect the interests of maritime province ports particularly, and Canadian ports generally, and how far, if at all, it will affect Canadian trade passing through Canadian channels. It was a matter of common knowledge that at times a large part of the winter freight, grain particularly, goes to Portland, Me., instead of to St. John, N.B., or Halifax, N.S. Halifax practically receives none of that freight; St. John receives a little, but Portland is the outlet for the largest share. The maritime provinces had reason to complain in regard to railway transportation, export of Canadian produce and the import of goods for Canada. When the National Transcontinental-Grand Trunk Pacific Ry. was under consideration, great stress was laid on the statement that their construction was proposed, not only to develop the inland provinces, but for securing the export trade for Canadian ports. The maritime provinces had waited 20 years for the fulfilment of these promises, but they

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Senator Dandmand, Government leader, replied that when the National Trans-

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continental Ry. was built, he claimed that within 50 years it would be shown that the then government policy was based upon sound principles. The Southern New England Ry. belongs to the G.T.R. System, which expended considerable money upon its construction towards Providence. Steps must be taken to conserve the rights of Canada in that line. The matter had been seriously considered by the Canadian National Rys. directors and the Government. He was not in a position to say what conclusions had been arrived at, but the Senator could be assured that the matter was being looked into with a single eye to the interest and welfare of Canada's finances.
