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MR. F. B. CARVELL, M. P.,

Scores the "Halifax Chronicle."

Carleton County's Member Writes to the Nova Scotia Paper and Defends the Valley Route.

The following letter was sent by Mr. F. B. Carvell M. P. to the editor of the Halifax Morning Chronicle, and published in the issue of that paper which appeared on Friday last.

Sir: As one member of a delegation from York and Carleton Counties, which recently waited upon the Federal Government re the location of the G. T. P. through New Brunswick, I feel that I am, to a certain extent, responsible for the strong language used in the recent issue of your paper, and therefore I feel that it will not be considered presumptuous on my part to place my views before your readers, as I know that the more the question is discussed, the better it will be understood, and when a thorough understanding of the whole question is once obtained, there can be no question as to the proper location of the road.

The object of the delegations was to induce the Government to locate the road along the valley of the St. John River to Fredericton, thence to Chipman and on to Moncton. Two routes have been surveyed, in fact were surveyed simultaneously, the other being from Grand Falls across the central portion of New Brunswick to Chipman and thence to Moncton. It is stated by the Transcontinental Commissioners in their interim report that the River route is 17 miles longer than the Central one. I have felt from the beginning of the discussion, two years ago, and am now absolutely convinced that the Valley route is the better one from every possible standpoint, whether commercial or engineering.

We pointed out to the Government that the section of this great Canadian enterprise from Quebec to Moncton stands in a very different position from that of the balance of the system, inasmuch as it will be used for through business only five months of the year and during the other seven months it must be operated and maintained, and as there is practically no population at the point along the Central route from Grand Falls to Chipman (not 1000 souls altogether) there would be no local traffic during these seven months except some lumber, which would be cut along the route, and

we made the assertion, and I now repeat it, that twenty years hence there will not be any considerable population along that route should the road be built there, as the greater portion of the land after leaving the Tobique is not and never will be valuable for agricultural purposes.

I am not speaking from mere hearsay, but from personal observation, and am fully satisfied that any competent person after visiting the locality will agree with me. On the other hand the Valley passes through the garden of New Brunswick. It now possesses a population of 50,000 from Grand Falls to Chipman, 65 miles of which territory from Woodstock to Fredericton has no railway facilities whatever, and from the very beginning the local traffic would sustain the road and make it a paying investment during the summer months.

The Government of New Brunswick and the New Brunswick railway Company own practically all of the land along the Central route and they both protest against this location on the ground that in a few years the lumber would be exhausted by fire and the land would be practically valueless. This was pointed out by Hon. W. P. Jones, Solicitor General for the Province, and W. T. Whitehead, M. P. for the New Brunswick Railway Company.

But, sir, after all, these are mere minor matters, as this railway was never intended as a colonization proposition, but one purely for transportation purposes and it is along this line solely that I propose to discuss the case. The question is simply this: Over which route can the greatest amount of traffic be conducted for a given amount of money? And in this question I include interest on cost of construction, cost of maintenance and operation, in fact, everything in connection with the construction and operation of the road.

As the representative of the County of Carleton, I admit that I am very much interested in seeing this road built through my own constituency, nevertheless, when competent engineers will honestly answer the

above questions in favor of the Central route, then I will be content and can promise you that I will not like a spoiled child, resign my seat as a protest against a reasonable business proposition.

You state that "Any deviation from the declared policy of the Government will meet with emphatic protest from Nova Scotia." Now what was the agreement?

The Act of Parliament reads as follows:—3 Edw. VII, chap. 71, sect. 2 (part). "The Eastern Division shall comprise the portion of the said railway to be constructed from its eastern terminus, through the central part of the Province of New Brunswick and through the Province of Quebec, by the shortest available line to the City of Quebec." Section 5, "The said Eastern Division shall be constructed by, and at the expense of, the Government, upon such location and according to such plans and specifications as it shall determine, having due regard to directness, easy gradients and favorable curves."

And it is useless to import into these words anything more or less than what they actually mean. You cannot even say that you were by the Acts of the Government induced to believe that the road would be located along the Central route, because while the elections were in progress, both routes were being surveyed, and this must have been known to every intelligent elector in Nova Scotia. If your interpretation of the Act be the correct one, then with equal force could the whole Valley of the St. John River claim the fulfillment of the agreement as they understand it to the very letter.

We have not at present very much official knowledge of the merits or demerits of the different routes from an engineering standpoint, but we do know from the interim report above referred to that the distance from Quebec to Moncton via the proposed Central route is practically the same as via the I. O. R. while the map of Canada shows the distance to be 100 miles less, all of which means that 100 miles of twisting have been inserted in order to obtain the necessary grades, and from my knowledge of the country, I feel safe in saying that more than one half of this difficulty was encountered through New Brunswick. By a plan laid out on the table of the House with the interim report the elevation of Plaster Rock is 400 feet above the sea level, while that of the head waters of the Miramichi River, about 15 miles distance in a straight line, is from 1200 to 1300 feet, and as a matter of fact, over this very section the engineers had to twist and turn to such an extent in order not to exceed the maximum grade of four-tenths of one per cent, that this portion of the line is more than 40 miles in length, full of curves and all up hill.

This is only one example, but unfortunately at the present time I have not official information regarding many other bad spots, therefore, I cannot now discuss them. Suffice it to say that any person at all acquainted with the geography of New Brunswick knows that the moment they leave Grand Falls they must climb a mountain several hundred feet in height, then down more hundreds of feet into the valley of the Salmon River, then up to the watershed of the Tobique and so on. After striking the Miramichi the road has a fairly easy grade going east, but so great is the drop that numerous curves are necessary so as not to transgress the maximum grade of six-tenths of one per cent going west; and during the whole distance from Grand Falls to Chipman both ways the maximum is not exceeded only by everlasting windings. From Grand Falls to the head of the Miramichi River the actual distance does not exceed 40 miles, while the road as surveyed is very little short of 100 miles.

It is true the engineers claim they have not exceeded the maximum grade as laid down in the law and because of this, you say that the route should be adopted.

The law says, "Hitherto shalt thou come but no further," but it does not say we are justified in going that far unless we are compelled to do so.

Now let us examine the River route. According to the plan above referred to the elevation at Grand Falls is 500 feet and that of Fredericton is 40 feet, thus giving a drop going east of 460 feet in a distance of 137 miles, being about 3 feet per mile or a down grade of less than one-tenth of one per cent, and we all know that by the expenditure of a reasonable amount of money this road can be made exactly the grade of the river. By the same plan, the greatest elevation from Fredericton to Chipman is only 100 feet and in a straight line we have 15 miles in which to overcome it, or making a maximum of little more than one-tenth of one per cent. Surely it does not require an engineer to answer the above question with even these few facts before us. Any person who ever rode a bicycle or drove a horse knows what an up-hill grade means,

because we must not lose sight of the fact that while they have, by a circuitous route, made the grade fairly easy, yet they must in the end expend sufficient power to actually lift every ton of freight over those mountains and around countless curves which, in many cases are as objectionable as grades.

To show what an immense difference these grades make in the transportation of freight, I would only refer you to the report of Mr. Butler in the interim report aforesaid, when he compares the I. O. R. with its one per cent grades with the proposed Central route with its four-tenths of one per cent. Over the former a given amount of power will only haul 600 tons, while over the latter the same amount of power will transport 1200 tons. I have a letter from the manager of the Lake Shore & Michigan Southern Railway on which the maximum grade is less than three-tenths of one per cent and that only for one or two short distances, where, he claims, that with the same amount of power he can haul 3500 tons.

After all the great question with all loyal Canadians should be how to divert the immense traffic of our Western heritage through our own Canadian seaports, for that certainly was the object which Parliament had in incurring the expense of building and assisting this great national enterprise, and we must not forget that geographically our Maritime seaports are at a great disadvantage as compared with Portland and Boston and unless we sink all sectional and sentimental differences and adopt the very best route which Canadian soil affords, in the end we will lose the very business for the retention of which Parliament has voted millions of money already and if necessary is prepared to vote more millions in the future.

There need be no petty jealousy between St. John and Halifax because in less time than it will take to build this railway if Western Canada progresses as at the present rate, there will be more business than both ports can accommodate.

There is no sentiment in trade and no matter how much money we may expend, unless it is so expended that this business can be transported to the Canadian seaports as cheaply as to the American seaports, in the end we will lose, and our competitors will secure the advantages which rightly belong to us, and which I contend can be retained providing common sense business methods and broad minded Canadian patriotism are exhibited by all parties concerned.

In conclusion, let me assure you that neither myself nor any other member of the delegation would for a moment place any obstacle in the way of the road going to Moncton just as agreed, but we want it to go by that route which will be the most advantage to Canada as a whole and which will more effectually secure the handling of business through our own ports, and I think we ought to be able to assume that our Nova Scotia friends are actuated by the same motives. The important question from your standpoint is by which route traffic is the more likely to come to Halifax. Surely not over mountains, when a level road for nearly 250 miles from Grand Falls to Moncton is available. To use your own words "All that we in the St. John Valley demand is a square deal—no more and no less."

F. B. CARVELL,
Woodstock, N. B., Aug. 7th.

THE "CHRONICLE'S" REPLY TO MR. CARVELL'S LETTER.

In the letter which Mr. F. B. Carvell, M. P. for Carleton, N. B., addresses to us to-day the claims of the Valley route for the N. T. R. are set forth at great length. Indeed Mr. Carvell has far exceeded the space which we usually allot to correspondence of this nature, but as we have no desire to be unfair to that section of New Brunswick, which is advocating the Valley route and as Mr. Carvell has written in an altogether friendly spirit, we have made an effort to find space for his communication.

Mr. Carvell frankly admits that he is an interested party inasmuch as he wants the road built through his County. We find no fault with him for his activity in behalf of his constituents. He was elected to look after their interests, but we all cannot get a Transcontinental railway built past our doors, much as we would like to have it.

It may be assumed then that Mr. Carvell does not approach the question of the rival routes with an altogether open mind. He has certainly done full justice to the advantages of the Valley route, as he has been emphatic in decrying the Interior route. We hope he will not consider it discourteous if we decline to accept his ex parte statement as either final or convincing. Hon. John Costigan who, we presume, is quite as familiar as Mr. Carvell with the topography of the country traversed by the respective routes, has taken issue squarely with him as to

(Continued on sixth page.)



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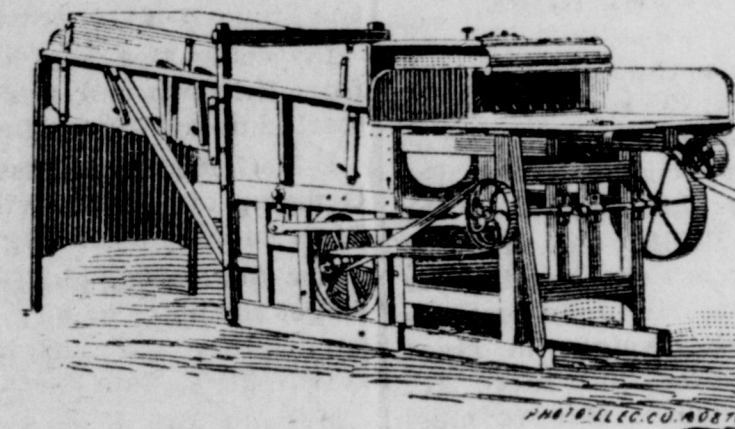
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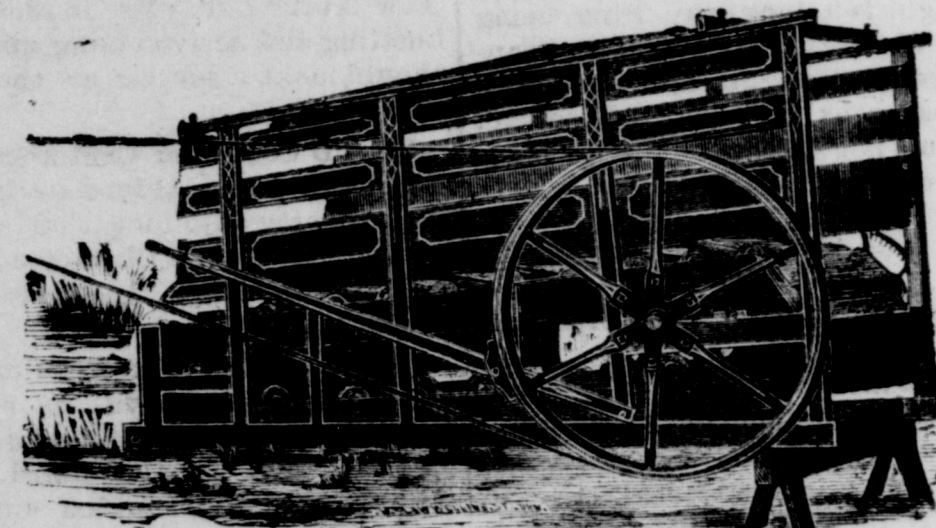
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We claim our Thresher and Power to be the most durable machine on the market. We do not ask intending purchasers to accept this statement without proof, so, to get at the average cost of repairs on our machines, we selected recently the accounts of twelve men who purchased machines from us twelve years ago. These parties live so far away that they could not get repairs without ordering by letter or telegram, and having the account for repairs charged on account, the total sum of these twelve accounts amounted to \$168.24. Fearing some parts might have been obtained through agents, we added to the above sum all repairs purchased by them (some of which no doubt were for other machines than the twelve), amounting to \$63.35, making a total of \$231.59 for seven years, or an average of \$33.05 per year for repairs, including teeth for twelve machines, and only the small sum of \$2.78 per year for each machine. We do not doubt but what some repairs have been made by carpenters and blacksmiths near where the machines have been working, but it is so if it is not an advantage for a man to own a machine that does not require him to send perhaps 100 miles or more to the factory for repairs, at great expense of time and money.



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