

## LACK OF SIDINGS ON VALLEY ROAD HELPFUL TO C. P. R.

**Looks as if There was a Colored Gentleman in the Woodpile--The Residents of Kingsclear Tried for a Siding But Government Terms Were too Stiff--Freight Which Properly Belonged to the Valley Road Still Goes to C.P.R. at Keswick.**

Is there collusion between the management of the Canadian Government Railways and the Canadian Pacific with respect to the operation of the St. John Valley Railway? This question is being asked by a number of people living along the line of the latter railway, who have been trying unsuccessfully to get sidings installed at different points, and the evidence at hand certainly seems to justify an answer in the affirmative.

### Wanted a Siding.

Some months ago a travelling freight agent in the employ of the Canadian Government Railways visited Kingsclear and interviewed a number of the leading farmers there as to the prospect of securing freight traffic for the road. He learned among other things that there were about 5,000 tons of hay and many thousands of barrels of potatoes grown in the district, which along with cordwood and pulpwood, would make a considerable amount of freight. It was pointed out to him that this freight was now hauled across the river during the winter months to stations on the Gibson branch of the C. P. R. and shipped by that road. But it was also pointed out that if a siding were installed at or near Island View station, shipments would in future be made by the Valley road.

He seemed pleased with the outlook for business and returned home. An application for a siding was forthwith made by residents of Kingsclear. The application was sent in to the railway authorities and was accompanied by a deposit of \$15. The applicants were told that they were to do the grading and that the I. C. R. authorities would

come across with the usual contribution of second-hand rails for the siding and also the switch.

They were apparently satisfied with this proposition, but later on were given to understand that they would be expected to pay interest on the value of the rails at the rate of 6 per cent., which would amount to \$28 per year. They were also asked to pay the railway the sum of \$114 for laying the steel.

The people interested in the project decided that the terms were altogether too stiff, and indicated that the railway authorities were not overly anxious to increase the business of the road. They declined to accept the terms and in consequence are still without a siding. The freight which properly belongs to the Valley road is still being hauled to Keswick and forwarded to its destination by the C. P. R.

### Another Case.

A somewhat similar case is reported from the Parish of Prince William. Two years ago the antimony mines at Lake George resumed operation after having been idle for a time. The mines are only three miles from the line of the Valley Railway, while Harvey Station, the nearest point on the line of the C. P. R., is twelve miles away. The people of Prince William tried to induce the Government Railway authorities to construct a siding at the Lake George road, in order to accommodate the people of that section and incidentally to secure for the Valley road the traffic to and from the antimony mine. Negotiations continued for some time, the usual promises

were made, but the siding was never built. The result was that the C. P. R. secured every pound of freight to and from the antimony mines. There is a good prospect of work at the mines being resumed in the spring, but as there is no siding at the nearest point on the line to Lake George, the business will, as before, go to the Canadian Pacific.

Now that the people of the province have voted for a change of rulers, it is to be hoped that double-dealing with respect to the Valley Railway will cease. The taxpayers of the province have to pay the interest on the bonds and the Government should see to it that every effort is made to give it every dollar's worth of traffic originating along the route.

In connection with the Valley Railway, a story which came to light during the recent election is worth repeating. It seems that when the contract was awarded to Mr. A. R. Gould, a gentleman interested in the proposed road went to a public man and protested against the work being let to an American. He was given to understand that Mr. Gould was all right, as he had approached the Government backed with recommendations from the Canadian Pacific Railway Company. Some day the people may get on the inside of the Valley Railway deal and will have their eyes opened.

### HOW HE BOUGHT EXPERIENCE.

(Farm and Fireside.)

When commencing to farm I gave no thought to the matter of adaptability of crops to soil and location, and planted my young orchard on low level land. The result was failure. Then I planted my hilltops to apples, pears and plums, and am beginning to reap success from my orchards thus located. I find that the trees planted on the hillside are injured but little with frost. I have since learned that the frosty air settles to the lower levels, the same way that water runs down hill. Experts call it atmospheric drainage. I find that my orchard on the high lands now escapes frost, when the fruit blossoms are all killed on the lowlands. I was first impressed with the location for orchards when visiting an expert orchard man in charge of a large orchard in New York state.

Won't power is better than will power to break a bad habit.

Some people have to get a knock to work hard; others need a little praise. Many a youthful human bright light is like an electric light bulb--goes out and can't be turned on again.

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We find a grim spur to optimism in the words attributed to the Grand Vizier, that Turkey will fight to the last man. If that end should really come it would solve the everlasting problem.

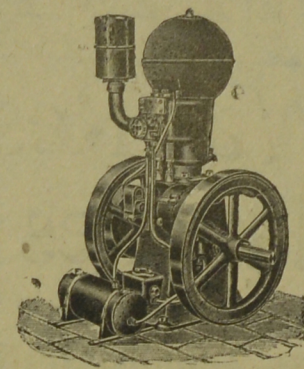
In Turkey a rich man is known by the number of wives he can afford; in America by the number of divorces he can afford.

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