

Public Money Squandered On the St. John Valley Ry.

Mr. F. B. Carvell Hands Out Some Facts for the Information of Parliament--Quotes Progress Estimates of Corbett & Sons for Ten Miles of Road Between Oromocto and Upper Gagetown--Col. McLeod Denies That He is Interested in the Hibbard Company

In the house of Commons on April 28, F. B. Carvell, K.C., M.P. brought up the matter of the Valley Railway in the course of an extended and forcible speech he charged that much money had been squandered on the one hundred and seventeen miles of the railroad already built, that it could be built for \$21,400 a mile, including all expenses, and that the recent bond guarantee of an extra \$10,000 a mile was sheer robbery of the province of New Brunswick. Some Mr. Carvell's speech follows here:

of the most interesting portions of Mr. Carvell--The Quebec and St. John Construction Company is chartered under the provisions of the Dominion Joint Stock Companies Act. I have the facts here, and, as my hon. friend has asked me, I will give them. I read from a synopsis of the letters patent, page 47. I think, of the last report:

Quebec & St. John Construction Co., Limited.

Incorporated May 10, 1912.

Amount of capital stock \$1,000,000.

Number of shares, 10,000--amount of each share, \$100.

Corporate members--Charles Austin Barnard, advocate, K.C.; Leopold Barry, advocate; Edward Denis Maguire, accountant; Wolemar Hector Huhn Hume, secretary; Iland Chas. Francis Adams, stenographer, all of Montreal, Quebec.

First or provisional directors--Chas. Austin Barnard, Leopold Barry and Edward Denis Maguire.

Chief place of business--City of Montreal, Quebec.

Objects of the company--Vide p. 127, Canada Gazette, 1911-12.

It is safe to say that none of these gentlemen have anything to do with the company now. As I stated the president is the son of A. R. Gould. I believe that Ross Thomson, who is acting in the dual capacity of secretary of the St. John & Quebec Railway Company and chief engineer of the road, is also a director of the Quebec & St. John Construction Company.

Now, we have found that up to the present time some \$1,728,000 of the good money of the people of New Brunswick has been handed over to this Yankee concern to take to New York and do with as they have a mind to; and that something over \$500,000--I have forgotten the exact amount--of subsidies of the dominion government have been handed over

to the same, and they have been building this tramway. It is alleged by Mr. Dugal, and I am satisfied he is able to prove his statement, that none of this money has gone to the construction of the road. But, as I have said, that is a matter that will be threshed out before another tribunal. But so show that Mr. Dugal is not moving in the dark, to show that he has good reasons for the faith that is in him, I want to give to the house the actual estimate of one section of that road south of Fredericton. This we have absolutely, and know what we are talking about. They will tell you that the railway from Fredericton to Gagetown is the expensive part, because they are building it to a 0.4 per cent grade. It is true, they are building it to 0.4 per cent one way and to 0.6 per cent the other way, except in two or three places, where they have changed it. But they are following the river St. John, and the tide ebbs and flows on that river along that whole twenty-eight miles of railway. It ebbs and flows above the City of Fredericton.

HE PROTESTED.

So, if you put in enough crooks and turns you cannot fail to build a road with a low grade. But so crooked is this line that the first man to protest against it to this government was the gentleman who was then member for York, now Mr. Justice Crockett. He made his protest in the form of a letter to this government away back early in 1912. I read that letter in this House in the course of a debate which has been referred to before. Hon. members will find it in Hansard of 1913, page 11677. When sitting in this House as representative of the County of York, that gentleman felt it his duty to apprise the government of the actual condition of affairs. Now, I have here the actual progress estimates of that road down to the end of 1913, and no work has been done since then, for by that date the road had been practically completed. And remember, Mr. Speaker, it is quite a difficult matter to find out what this road has cost, because it is under contract to three different contractors and they are building the entire road ready to be taken over by the Intercolonial Railway. The company furnishes rails and fastenings, ties, bridges, right-of-way, engineering and station-houses. With these exceptions, everything

that goes to make the completed road is being built by these contractors. The contractors for this particular portion are J. H. Corbett & Son. Mr. Corbett is a well known contractor. He built section 1 of the Transcontinental; he is either a contractor or a sub-contractor--sub-contractor I think--on the Welland Canal a man who looms big in the railway contracting world of Canada, a man who knows exactly what he is doing and how to do it. Here is the progress estimated down to 1913:

RESIDENCY NO. 11--OROMCTO TO UPPER GAGETOWN.

Actual.		
Clearing, 77.37 acres at \$90		\$ 3,094.80
Grubbing, 6.28 acres at \$150		912.00
Solid rock, 20,678 cubic yards at \$1.25		25,847.50
Other material, 163,716 cubic yards, at 30c.		50,314.80
Rock borrow, 2,184 cubic yards, at \$1		2,184.00
Train haul, 12,703 cubic yards, at 40c.		5,081.20
Overhaul, 1,923,415 cubic yards, at 1c.		19,234.15
Track laying, 10.66 miles at \$400		4,264.00
Ballast, 19,200 cubic yards, at 40c.		7,680.00
Concrete, 490.56 cubic yards at \$8		3,924.48
Concrete, streets creek, 300 cubic yards at \$8		2,400.00
Culvert excavations:--		
Dry, 89 cubic yards, at 50c		44.50
Wet, 529 cubic yards at \$1		529.00
Fencing, 7,116 rods at \$1		7,116.00
Gates, 45, at \$7		315.00
Telegraph line, 11 miles at \$100		1,100.00

Actual

That makes a total of \$125,070.33 for 10.7 miles of railroad. I have gone over this with a man who knows all about it and I am going to give the House now a statement of what the company itself has furnished and what it will take to complete that part of the road:

Station houses built on mud sills, 2 at \$2,000		\$ 4,000
Plank for road crossings, 4 at 1,000 feet		180
Road signs, 9 at \$5		45
Cattle guards, 9 at \$25		225
Water tank, 1 at		3,000
To complete fill at Street's Creek, 25,000 cubic yards at 40c.		10,000
Paving sidings, 2 of 500 feet long, 4,000 feet		5,000
Right of way, \$1,000 per mile		10,000
Sleepers, 30,000 at 40c.		12,000
Rails and fittings, 13,351 tons at \$33		44,068
Bolts, spikes, etc., \$500 per mile		5,260

In going over that I find there have been two omissions and, for fear my friends may find fault with me, I will give those omissions. I do not think the rails for sidings are included, and of course, the engineering is not included. The rails could not amount to more than \$400 a mile; if you take the engineering and the rails together you could not add to the cost more than \$1,500 a mile. The total cost, as I have it here, is, \$219,448.43; if you divide that by 10.7 you have a cost per mile of \$20,509.20. If you add to that \$1,500 a mile for engineering and rails for sidings you have practically \$22,000 a mile. That company is getting \$31,400 of our good money, excepting a little discount and some interest which they will pay on construction and the government of New Brunswick has given them \$10,000 a mile in addition to what they have already received. They are building that ten miles of road for about \$22,000 a mile. They have already cleaned up about \$7,888 or \$8,000 a mile in cold cash and the legislature of New Brunswick has voted another \$10,000 a mile to be put into the pockets of these Yankee and Canadian boodlers. This ten miles of road is giving them a profit of \$18,000 a mile or \$180,000 for the ten miles.

J. D. Reid. We were justified in paying double subsidy, were we not?

THE INFORMATION.

Mr. Carvell--I am admitting that you were justified in paying double subsidy. I am satisfied that the minister of railways has been watching this matter as closely as it could be watched and I am satisfied that he has not paid out a dollar unless he has found figures in his department

NO HOSPITAL FOR MR. LAWLER

HE TOOK GIN PILLS

If you ever hear anyone say that Rheumatism can't be cured, ask them if they have ever tried GIN PILLS. Or ask them to write us for proof that GIN PILLS have cured hundreds and hundreds of cases of Rheumatism, Sciatica, Lumbago, Pain in the Back and other troubles caused by weak Kidneys or Bladder.

Rheumatism can be cured--is being cured every day--by GIN PILLS. Here is the best kind of proof.

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"I have been troubled with Rheumatism so bad that I could not work. A doctor tended me and told me to go to the hospital but all to no good until a friend told me to try GIN PILLS. I did so and after taking a few boxes, I am perfectly well." D. J. LAWLER.

Take GIN PILLS on our positive guarantee that they will cure you or money refunded. 50c a box--6 for \$2.50. Order from us if your dealer cannot supply them. Sample box free if you write National Drug & Chemical Co. of Canada, Limited, Toronto. 171

WESTERN CANADA IS WAKING UP

(Canadian Courier.)

Judging by a circular now being sent out by the Board of Trade of North Battleford, the western business man believes that Providence helps those who help themselves. They want to hold a convention in North Battleford on May 14th and 15th for the purpose of organizing "The Western Canada Colonization and Development League"--to ensure a population of ten million people within ten years. The purpose of the League shall be to keep before the public of the world the many advantages, resources and possibilities of Western Canada as a whole. In other words these people propose to do far themselves what has hitherto been done by the railways and the Dominion Immigration Department. Instead of each city advertising its own attractions and own province talking about its own advantages they suggest that the advertising of Western Canada shall be centered in one organization. There is to be no mad scramble to build mythical cities or to unduly boost some particular section. The new organization would lay the foundations of a vast empire in which no particular part should be built up at the expense of any other part, and which would be normally developed in all its different parts.

The scheme is well worth the effort which is being put upon it, and if the people of the West will cast aside all local prejudices and local ambitions and concentrate on one large campaign the results will no doubt bring greater rewards than even its promoters anticipate.

Dr. Morse's Indian Root Pills

owe their singular effectiveness in curing Rheumatism, Lumbago and Sciatica to their power of stimulating and strengthening the kidneys. They enable these organs to thoroughly filter from the blood the uric acid (the product of waste matter) which gets into the joints and muscles and causes these painful diseases. Over half a century of constant use has proved conclusively that Dr. Morse's Indian Root Pills strengthen weak kidneys and

Cure Rheumatism

NOTHING TO FEAR

Cousin Abner had spent the day watching the horses trot and help the fakers to riches. As evening approached hunger headed him for a refreshment stand.

"Guess I'll take one of them sandwiches," said Abner, pointing to the frankfurter crop. "How much are they?"

"Five cents," answered the restaurateur, slicing a roll and inserting the frankfurter. "There you are; the best on the ground!"

Abner took the sandwich and handed over his nickel. Then he opened the roll and critically examined the sausage.

"You needn't be afraid of it young man!" loudly interposed the restaurateur. "The dog is dead!"

If a man has a good digestion he attributes it to his good sense in eating.

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IN

Trimmed Hats

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The MISSES YOUNG

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White and Colored Dresses in Voil, Crepes, Ratines, Bedford Cord, Serge, etc at \$4.98 each.

All sizes from 16 to 20 years and 34 to 42 bust. They cannot be surpassed in Canada for the money. A good time to select your graduation or summer dress.

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Graduate Optician . . . 86 York St.

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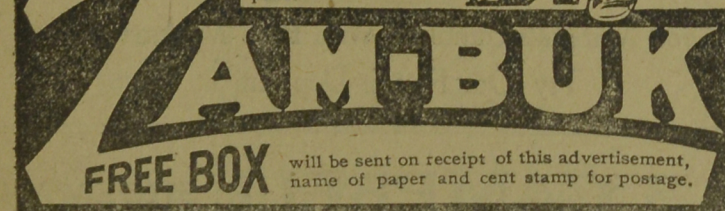
Miss Morgan YORK STREET

LISTEN TO ME

"I would like to bear testimony to the wonderful healing properties of Zam-Buk," says Constable R. B. Nunn of Vernon, B.C. "For over two years I suffered acutely with a sore on my leg which, despite all treatment, turned into an open ulcer. I tried all kinds of medicines, ointments, liniments, etc., but the wound seemed only to get worse. Finally it became so bad that I was at the point of going into a hospital, when a friend persuaded me to try Zam-Buk. I did so, and the first few applications made the ulcer less painful. I continued the treatment, and in a short time was completely cured. This was a year ago and there has been no sign of the ulcer returning. It seems to me wonderful that the cure could be effected in such a short space of time. I shall be glad if you will publish my statement for the benefit of other sufferers who do not know of Zam-Buk."

The Constable's report was accompanied by permission form for its publication which was witnessed by the Chief of Police of Vernon.

Zam-Buk is equally good for piles, eczema, cuts, bruises, sores, blood poisoning, pimples, etc. It is unexcelled as a First Aid. 50c. per box at all druggists and stores, or from Zam-Buk Co., Toronto, on receipt of price.



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(Continued on page seven)