

THE TRANSCONTINENTAL RAILWAY

Mr. Carvell, M. P., in an Exhaustive and Effective Letter to the Halifax Chronicle.

INDISPUTABLY SHOWS WHY THE ST. JOHN VALLEY ROUTE SHOULD BE ADOPTED.

The following letter from Mr. F. B. Carvell, Liberal M. P. for Carleton, N. B., appeared in The Halifax Chronicle of Friday last:

Sir—As one member of a delegation from York and Carleton Counties, which recently waited on the federal government to 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 seventeen 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 this section of this great Canadian enterprise from Quebec through 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 present time along the central route from Grand Falls to Chipman, not 1000 souls altogether, there would be no local traffic during these months except some lumber, which would be out 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 route passes through the garden of New Brunswick, I might say also of the Maritime Provinces. It now possesses a population of 50,000 from Grand Falls to Chipman, 55 miles, 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 all protest against this location on the ground that in a few years the lumber would be exhausted by fires, and the land would become 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 civilization proposition, but one purely for transportation purposes, and it is along line solely that I intend to discuss the case. The question is simply this—

Over which line can the greatest amount of traffic be conducted for a certain amount of money.

In this question I included 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 question 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, sec. 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 understood 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 in the I. C. R., while the map of Canada shows the distance to be 100 miles less, all of which means that 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 on the table of the House with the interim report the elevation of the St. John River is 100 feet above the sea level, while that of the head waters of the Miramichi River, about fifteen miles distant 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 forty 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 forty miles, while the road surveyed is very little short of one hundred 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 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.

The Valley Route.

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 forty 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 fifteen 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 know what an up-hill grade means, because we must not lose sight of the fact that while they have a circuitous route, yet they must 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 refer you to the report of Mr. Butler in the interim report aforesaid, when he compares the I. C. 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 660 tons, while over the latter the same amount of power will transport 8260 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 mention in trade and no matter how much money we may expend, unless it is so expended that the business can be transported 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 of the most advantage to Canada as a whole and which will more effectively 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. 9.

KESWICK RIDGE.

August 11.—All the farmers of this neighborhood have finished haying.

Messrs. Jewett and Coburn and others, while working on the intervalle Thursday, were caught in a severe electrical storm, during which they were stunned and thrown down.

Fortunately no evil effects seem to have followed.

We are glad to see Rev. Mr. Moore and family back, looking much better for their four weeks outing.

Mrs. Bessey of East Beidgewater, Mass., is visiting Mrs. Thomas W. Jewett and other relatives in this place.

Miss Taylor of Fredericton, is visiting friends here. A recent graduate of the U. N. B., is expected here on Monday to begin her work as principal of the Superior School.

Miss Mary Mitchell of the primary department of the school, who has spent her vacation in the west, is expected to begin school the second week of the term.

Miss Bessie Colter has gone to Sussex, to visit her sister, Mrs. Harvey Mitchell.

Judge Colter of Cayuga, Ont., who has been visiting his brother, Mr. William Colter, has gone to Sussex.

Miss Maggie Colter has returned from visiting friends in Fredericton. Mrs. Myhrall and daughter, Miss Maud, are the guests of Mrs. John Pickard.

Mr. Lorthrup of Boston, accompanied by his three children, are the guests of Mrs. William Lawrence.

Miss Effie Coburn, who has been ill with erysipelas, is now convalescing. Master Frank Jewett of Fredericton, has been visiting his relatives here for some weeks.

RESTORING QUEEN'S PARK.

To the Editor of The Herald: Sir,—Good men seem to be coming to the front, and all interested in civic embellishment must be gratified at the wave of reform which seems to have set in in good earnest in our city.

I read with a good deal of interest the letter in your issue over the signature C. T., and he expresses my sentiments to a dot; living some distance from the park, I naturally would not be so much enthused, still I am strongly in favor of parks.

For the city it may be called by some to restore Queen's Park a very serious question, the task would be duly appreciated and should be placed in the hands of expert men; the first requisite is a general plan of development with details to be taken care of later, because new conditions may arise, and it will take time to do full justice to the possibilities if the council make promises; there can be no doubt but there can be men of ability who reside near there to create a beauty spot.

By all means let us have a start in this direction.

Yours truly, C. H. Fredericton, N. B., August 14, 1905.

WATER IN YOUR BLOOD?

Lots of people have thin, watery blood—they eat plenty but don't digest. When digestion is poor, food is not converted into nourishment—in consequence the body rapidly loses strength. To positively renew strength, nothing equals Ferrozone. It excites sharp appetite—makes the stomach digest, forms life sustaining blood. Abundant strength is sure to follow. If you need more vitality, extra energy, better nerves, then use Ferrozone, the medical triumph of the age. Fifty cents buys a box of fifty chocolate coated Ferrozone tablets.

Purple Robes of Office.
The Lieutenant governor of South Carolina wears a purple robe of office when presiding over the senate.

Poland.

Among the nations of Europe Poland ranks sixth in point of numbers, with over 20,000,000 souls. Warsaw, her capital, has 800,000 inhabitants, a greater mass than that of Brussels, Amsterdam, Madrid, Lisbon, Rome, Edinburgh or Dublin.

Kissing in Japan.

Japanese mothers do not kiss their children, though they may press their lips to the forehead or cheek of a very young baby.

The Largest Flower.

The largest flower in the world, it is said, is the bolo, which grows on the island of Mindanao, one of the Philippine group. It has five petals, measuring nearly a yard in width, and a single flower has been known to weigh twenty-two pounds. It grows on the highest pinnacle of the land, about 2,000 feet above the level of the sea.

Proving a Proposition.

It was a German public school boy who said that a widow's mite equaled "12 marks 42 pfennings" and pointed to Mark xii, 42, in confirmation.

Making Tea.

When tea has been put into the teapot it should at once be filled up with boiling water. It is a great mistake to put only a little drop of water on the leaves first, filling the pot up afterward.

First English Bible.

The first Bible printed in the English language was not printed in England, as one would naturally suppose, but at Antwerp in 1535.

The Paris Library.

The largest library in the world is that of Paris. It contains upward of 2,000,000 printed books and 100,000 manuscripts. The British museum contains about 1,500,000 volumes and the imperial library of St. Petersburg about the same number.

An Actress' Criticism.

When Mme. Rachel saw her stout sister dressed for the part of a shepherdess her comment was, "Sarah, dear, you look like a shepherdess who has just dined on the flock."

MAILS CLOSING.

6 a.m.—For St. John, etc., St. Stephen and Charlotte Co., Carleton, Victoria and Madawaska Counties, and United States.

6.30 a.m.—Woodstock and Gibson Branch Stations.

WAY MAILS—East Side St. John River.

6.30 a.m.—For Keswick Ridge, Southampton, etc., Mondays and Thursdays.

West Side St. John River.

6.30 a.m.—For Springhill, Kingsclear, Prince William, etc., Mondays, Wednesdays and Fridays.

7.30 a.m.—St. John River via Steamer—For Oromocto, Sheffield, Gagetown, etc.

8.45 a.m.—St. John, etc., C. P. Railway Stations, East: Nova Scotia and P. E. Island.

10 a.m.—For St. Marys Ferry, Gibson and Marysville.

WAY MAILS.

2 p.m.—For Nashwaakiss and St. Marys Ferry, daily, Nasanworth, New Maryland, Hanwell, Lower St. Marys and Royal Road, Wednesdays and Saturdays.

3.30 p.m.—For Gibson, Marysville, Boiestown, Doaktown, Blackville, etc., Chatham and I. C. Railway Stations north and south.

4.30 p.m.—For St. Stephen, Woodstock, United States, Montreal, Toronto, Ottawa and North West Provinces.

4.15 p.m.—For St. John, etc., Nova Scotia and P. E. Island.

4.15 p.m.—British mail via New York, Mondays and Thursdays.

MAILS RECEIVED.

9.10 a.m.—From St. John, etc., and Nova Scotia.

10.30 a.m.—From Hamtown, Royal Road, etc.

11.30 a.m.—From Nasanworth and New Maryland, Wednesdays and Saturdays.

11.30 a.m.—From Montreal, Ottawa, North West Provinces, etc., and United States.

12.15 p.m.—From I. C. Railway Stations, North Shore and Quebec.

St. John River via Steamer—

5 p.m.—From Oromocto, Sheffield, Gagetown, etc.

9.15 p.m.—From Woodstock and Gibson Branch Stations.

8.45 p.m.—From Nova Scotia and P. E. Island.

WAY MAILS.

6 p.m.—West Side River St. John—From Medicine and Way Offices, Tuesdays, Thursdays and Saturdays.

9.15 p.m.—East Side River St. John—From Woodstock and Way Offices, Tuesdays and Fridays.

5.30 p.m.—From Lower St. Marys, Wednesdays and Saturdays.

4.30 p.m.—From Nashwaakiss and St. Marys Ferry.

7.30 p.m.—From Gibson and Marysville.

10.50 p.m.—From United States. Letters for Registration should be posted half an hour previously.



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