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CARVELL'S SPEECH.

(Continued from Second Page.)

to the conclusion that in the interim report and Mr. Butler's report they were basing the carrying capacity of these two routes as exactly the same, and from my knowledge of the country I knew it was impossible. I have travelled over practically every rod of the distance of this road from the Tobique River and some distance down the Miramichi. I do not mean to say that they are equal to the Rocky Mountains but they do look like the Rocky Mountains, as compared with St. John Valley. I knew and everybody in the province of New Brunswick knew that there was something wrong, because all of these reports were based and figured out as though the two routes were exactly the same so far as grades were concerned. I never knew where this information was obtained until the time the Transcontinental Railway Commissioners went through New Brunswick when one of the engineers who had a hand in the work along the St. John River, and especially from Fredericton north, assured us that it was impossible to build a road along the St. John River without climbing hills 100 feet to 150 feet in height. I was amazed, and I asked him if he, in his surveys, found hills 100 to 150 feet high, and he said he had. Then the matter was plain, it was perfectly plain to my mind why, in all these reports, it was assumed that these two routes would be exactly the same thing as to the question of grades, because if they found hills 150 feet high, that would mean a grade seven miles long in order to climb it and five miles long of a decent on the other side.

Now I am in a position to tell this House and this country—and I do not think I am revealing anything which ought not to be revealed. I presume the information is in the hands of the department, but I do not care whether it is or not—I may tell you that this road has been surveyed from Grand Falls to Fredericton in the months of October, November and December, with the exception of about 31 miles north of Woodstock, and the statement which we not care to carry on, because all of these reports were based and figured out as though the two routes were exactly the same thing as to the question of grades, because if they found hills 150 feet high, that would mean a grade seven miles long in order to climb it and five miles long of a decent on the other side.

You then go down into the Salmon River. You have to climb out of the Salmon River over a hill 400 feet in length. Then you have to go down to the Tobique River and you have to climb out of the Tobique River over a hill 750 or 800 feet in height. Then you strike the Miramichi where you encounter great engineering difficulties. The distance from the Miramichi to the Tobique is about 13 miles but the engineers have had to extend the route to a distance of 38 miles in order to reach the desired point. That would mean that you would have an elevation of 21.1 feet per mile, but according to the instructions given in this interim report it was to be a compensated 4-10 per cent grade, which means that on every curve the grade must be reduced 4-10 of one per cent, which, going eastward, would make the road level on the curves with a maximum 4-10 grade all the rest of the way to the summit with a maximum 6 degree curvature, and that means that the road will probably extend two or three feet further.

If you add these hills together—and I am taking into account all the smaller ones, because you are going right across country from one river to another and the whole distance is practically a succession of river basins and water sheds—you have about 1,500 feet of hill to climb or as great an engineering difficulty as that of getting from the St. Lawrence into

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the basin of the St. John. I ask this House to ask the people of Canada to consider whether it is a reasonable proposition to climb a hill 1,500 feet high when it is not necessary to do so, when you can carry the road for 137 through a country which has no hills in it but which is a little down hill all the way. The grade will be somewhere about two feet or a little better to the mile or less than 1-10 of one per cent, going west and it will be a little down hill going east.

The ground which I have taken in my discussions with the different officials, and which I have taken and the ground that I intend to take in the future, is that it is not a question of whether this road is going to open up a new country or not—I will discuss that a little later on. It is not a question, altogether whether it is going to satisfy or accommodate a certain number of people, although that is a very important question, it is not a question of anything else except a question of engineering, because this road is a link in a great transcontinental system, this road is to be a road, and the products of the west are going to be carried to the sea board and I never heard in the first discussion in parliament or in the country that this road was regarded as anything else than a highway for transportation proposition. Therefore, my position is and always has been that this road should be located according to the route over which the greatest amount of traffic can be carried for a given amount of money. I think that is an eminently fair proposition and if this route is honestly decided upon, no matter which way it goes, I will be content and I will find no fault with the location.

But, I want it to be honestly located. I want the evidence upon which the location is to be based to be honest, and while not casting any reflection upon what has taken place in the past, I propose, as far as in me lies, to see that this evidence shall be pretty nearly honest and if this evidence is obtained in that way then I will have no fault to find with the decision. And no one who is not a lecturer in any way and in no possible spirit at all, that I do think that when this information is obtained it should be given to the public and that we should have a chance to discuss it as well as the committee, engineers and officials of the government. This may be, perhaps, asking a good deal, but I think that it is only a fair proposition when we come to consider the immense importance which it is to the people of this country. This is not the province of New Brunswick but to the people of Canada as a whole, because one of the hardest things we can possibly do in this world is to divert trade into an untried route. I do not think that the people of New Brunswick have any facilities for carrying this trade equal to what they have on the other roads. I fear that we will make a dismal failure of the attempt in the future.

When you come to consider the distance from Quebec to Portland, which is 317 miles, and that in that 317 miles there is a hill 1,377 feet high to climb. I have no knowledge though I presume we could find it out, as to how much you would have to climb to the new road, but between Quebec and Portland to get grades equal to the grades going over the summit from the St. Lawrence to the St. John, but I think that I am fair in assuming that you would have to lengthen the 317 miles to make it 317 miles to the new road, so that the distance is not 317 miles in comparison with that of the Transcontinental Railway, but it is probably nearer 400 miles. Now, what do we find on the other side?

Just here we might as well take up a question which, no doubt, one of some delicacy, one which might lead to some discussion and perhaps to some opposition, but, nevertheless, I will discuss this thing not from the standpoint of a New Brunswicker, nor from the standpoint of a Nova Scotian, but I will try to discuss it purely from the standpoint of a Canadian. I say the object of this road is to get to Moncton because that is the contract, that is the bond, and it must not be departed from one inch. I was much surprised this evening to hear from my hon. friend from York, N. B., (Mr. Crockett), suggest that this parliament should go back upon its contract, go back upon the arrangement made with the people of Nova Scotia, go back upon everything that had gone in good faith and say that the will of the people of Canada and I think that I voice the sentiment of the right thinking people of the country when I say that, the government having made a contract with the people of Nova Scotia, ought to keep it in every respect and carry it out to the letter. Therefore, I do say—that this contract

should be carried out. I also insist that this is not the prime object of this road to get to Halifax or St. John, but I say that the prime object of it is to get Canadian produce over Canadian territory and to Canadian seaports. I do not care which seaport it is, it must be a Canadian seaport and I do not think that there is any question whatever, and our Nova Scotia friends might as well face it, that no matter how hard engineers might attempt, no matter how hard politicians might attempt to divert the traffic from St. John the geographical conditions of the country are such that St. John in the end must get a very large share of the heavy freight traffic of that road. On the other hand I hope to live to see the day, and I hope to see it very soon, and I believe that as soon as this road is completed and perhaps before we will see it—when a fast line of steamships will be plying from Liverpool to Canada and I have no hesitation in saying that the only natural and proper terminus for this steamship line on the Atlantic ocean is the port of Halifax. Therefore, this road must be built to Moncton in order to accommodate the mails, it must be built through in order to accommodate the passenger traffic and it must go to Halifax in order to carry fast and perishable freight. At the same time, I think that it is only fair to assume that the heavy freight of the country will find the shortest and cheapest means of getting to the sea board and it does not make any difference how we may arrange it, it does not make any difference what our wishes may be, this freight will find its natural outlet and that natural outlet must be the port of St. John.

Let us see what the distances are. I regret to say that in the distances which are given in the discussion to-night, and also in the newspaper press, the objective points are taken as Quebec and Moncton, whereas I contend that the objective points should be Quebec and Tidewater, no matter where it is. And nobody claims that Moncton is at the head of Tidewater, although, of course, it has a tide here. I say in all seriousness that it was a fair proposition to say that the people of Nova Scotia were entitled to whatever benefits would accrue from this transcontinental line, just as much as were the people of Quebec and New Brunswick, and the people of the west. I say it was only reasonable and proper that Moncton should be the objective point of this road. But Moncton was never put forward as a seaport although our friends of the opposition sought to make much merit of the point in discussing this question as though we were trying to get to Moncton as a seaport. I have no knowledge which I presume is not in the possession of many hon. gentlemen present, but I can tell the House that while it is true that the figures given by the Prime Minister a few days ago in answer to a question by the hon. member for York (Mr. Crockett) show that both the back and the St. John route had a greater mileage than the Intercolonial Railway. As a matter of fact, such is not the case. I am sorry that when the material for this answer was furnished for the Prime Minister we were not given the results of the recent survey. I do not know what they are, but I do know that the answers given by the Prime Minister were the result of the surveys as given in the interim report of March 1905, because the figures given by the Prime Minister come out exactly to a mile as they appear in the interim report.

Mr. Crockett—Then, that was not what was asked for.

Mr. Carvell—I have no opinion to express upon that; I merely state the fact.

Mr. Stockton—You don't suggest that the Prime Minister was not telling the truth?

Mr. Carvell—No sir. I suggest that the Prime Minister furnished the information exactly as it was given to him. I don't say that the resurvey will change it to any great extent, but I do say that they will change it to some extent and I will point out why.

New Brunswick, and I know as a matter of fact that instead of an addition of five or six miles as contained in Mr. Lausens's report to the river route, there will be a reduction of from eight to ten miles. I will tell you why I know that. The figures give the distance from Quebec to the boundary as 220 miles; from the boundary to Grand Falls, 62 miles; and from Chipman to Moncton, 59 miles; which distances are common to both these routes. That makes a total of 341 miles common to both routes. If you take that from 331 miles, the total distance given, we have 100 miles as the distance from Grand Falls to Chipman, via the back route. Now, it is within the knowledge of every man who has ever lived on the river St. John what the distances are down that river. For the benefit of hon. gentlemen who have not been along there, I will make the statement that at no point along that river can the route vary more than ten or twenty rods either the one way or the other. The banks are high on both sides, with, at different places, a small interval never more than fifteen or twenty rods wide. Then again, you cannot change the distances of the route down the St. John river more than a mile or two. I don't care who surveys it, how it is surveyed or when it is surveyed, I am now giving the distances furnished on the map of the province of New Brunswick. I am giving the distances furnished by the crown land department which has surveyed every inch of it; I am giving the distances known to every traveller in the province of New Brunswick, and they are as follows:

Grand Falls to Andover.....21
Andover to Woodstock.....50
Woodstock to Fredericton.....62
Total cannot be any question about the distance between these three points. I admit there may be some little difference of perhaps a mile or two in the distance from Fredericton to Chipman, but this has been surveyed so many times (there is a carriage road from Fredericton to Chipman) that there cannot be a difference of more than three or four miles no matter how it is surveyed, especially when we remember that according to the plan laid before this House there is only an elevation of 100 feet to be overcome between these two points which practically means that you can make that grade in ten or twelve miles by using less than the maximum grade. I am placing the distance from Fredericton to Chipman at forty-five miles, although it may vary a mile or two either way.

Taking forty-five miles as the distance from Fredericton to Chipman, that makes 181 miles from Grand Falls to Chipman. There can be no doubt about the accuracy of this, whereas the interim report says that this distance is 190 miles. There are nine miles that must be taken out of the river route no matter how it is surveyed or by whom. Then again, I have no doubt whatever that by making a slight change in the valley of the St. John river, a saving of from four to six miles at that point. Therefore we will have to make a reduction of from thirteen to fourteen miles on the river route as compared with the distances given in the interim report. What the saving will be on the back route I do not know.

Now, Sir, when we consider that the difference in distance between these two routes is so very slight, I believe we were more than justified in asking the government for a re-survey, and I firmly believe that the result of this re-survey will more than justify all the expense and all the trouble which the government has gone to in the matter. I believe, when these surveys are all brought in, that from a purely engineering standpoint the government or Commission can come to no other conclusion but that the route down the St. John river is the only route which can be properly accepted.

Now, Sir, my hon. friend quoted from Mr. Butler's report where he claimed that the amount of motive power which would haul 600 tons on the Intercolonial between these two points would haul 1,200 tons on the new route with its four-tenth grades. I have no doubt that that is so, and I believe that the carrying capacity of that same motive power would be down the St. John river; because, Sir, you must remember that when you have reached the St. John river twenty-five miles out of Fredericton you have got down grade from there to Fredericton, and practically the same thing on to Chipman.

I am not an engineer, and therefore I am not in a position to give these quantities. I can say, however, that I saw a letter from the manager of one of the important American railroads not long ago in which he stated that where their road had a maximum of only three-tenths they were able to haul ninety loaded cars without any difficulty. Therefore, I think it is fair to assume that the carrying capacity of this same motive power down the St. John valley instead of being forty-two cars, as stated by Mr. Butler, would be from 75 to 100, of all that it would be possible successfully to couple behind one engine.

I want to give a few figures of the respective distances of the different routes—not necessarily with a view of showing the superiority of St. John, because that is not my object. I may say there is no burning desire on my part to do more for St. John than I ought to do, and I think I can say that they have done more towards improving their port than any other city in the Dominion of Canada of the same population. They have spent over a million dollars of their own money in building wharves and other port facilities. But when you show the people of St. John that

anything is going to injure their port, you are pretty sure to rouse their opposition. Who does not remember that in 1900, when the Hon. Mr. Blair went there, and made his notable fight, placed his back against the wall and told the people that he was going to stand by the port, the people believed him and gave him a majority of one thousand, but four years afterwards when they got afraid of the Portland howl they gave his opponent a majority of more than a thousand. I am saying that St. John is entitled to justice and no more, and that is nothing more than any one can ask.

With respect to the distances, while I have not the actual distance from Quebec to Portland, if you reduce the grades of the Grand Trunk down to those of the new Transcontinental Road, it must be in the vicinity of 400 miles. By the shortest route the distance from Quebec to St. John is about 475 miles; that would be down the St. John river and utilizing the Canadian Pacific Railway. The distance from Quebec to St. John via Chipman would be 536 miles; from Quebec to St. John via Moncton by the river route 608 miles; from Quebec to St. John, by the central route, 598 miles, assuming the figures of the interim report to be correct, which I contend would be materially reduced. The distance from Quebec to Halifax via Moncton by the central route is 694 miles. Now, the distance from Quebec to St. John via Moncton and the Intercolonial Railway is 578 miles, but from Quebec to St. John direct, by the shortest route, the distance is 478 miles, a saving of 100 miles compared with the Intercolonial Railway route, while 100 miles can be saved on account of the superior grades of the new railway over those of the Intercolonial. So that if you take the common sense route, you can for all practical purposes reduce the distance from Quebec to St. John by 200 miles and make the distance so close to the distance from Quebec to Portland that the difference would not be worth considering. On the other hand, if it is contended that the freight must be hauled to Moncton and then back to St. John, you are throwing away all the advantages which geography gives us. If you contend that it must go to Halifax, you are asking people to perform an impossibility, or to do what the ordinary logic of business will not allow them to do.

My hon. friend has dwelt upon everything necessary to show the advantages of the river route. It must be remembered that the eastern section of this railway is to be a through line for only about five months in the year, while it must be maintained and operated for the other seven months; and if it is constructed through the woods and over the mountains which I have described, where the fact that have been told, where is the money going to come from to pay for its operation during the summer months when there will be no through business? On the other hand, if it is built down the valley of the St. John river, it will pass through a settled country, with a population which my hon. friend puts at 75,000, the finest agricultural portion of New Brunswick, and as fine a portion as can be found anywhere in Canada. It will pass through a settled country, inhabited by a wealthy people, people who will travel, and who will furnish enough local traffic from the beginning to make the road a paying proposition during the seven months of the year when it is not used for through freight.

There are some other features of this question that I would have liked to have taken up; but the hour is so late that I have perhaps said enough. I feel anxious about this matter. It is a matter of immense importance to the people of New Brunswick and to all the people of Canada, and I sincerely hope that when the question of the route is decided, it will be decided only after giving due notice, with every consideration and every endeavor to get down to the facts and to adopt the best route from an engineering standpoint, so that no trouble will arise in the future.

Before I close I want to say a word as to the Commission. There has been considerable rather heated discussion about the Commission, and perhaps some hard things have been said; but I want to add publicly my testimony to the manner in which this question has been treated by the Commission since the first day of August, as to anything before that time I know nothing. I am speaking of the Commission as it is now organized, with Parent as chairman, and Mr. McIsaac added to the Commission. In saying this I am not saying anything against the other two members of the Commission, because under the arrangement made they have to consider the other two sections, and practically the eastern section is not under their control. But so far as Mr. McIsaac and Mr. Parent are concerned, we have received from them nothing but kindness, nothing but an attempt to make this survey as perfect as possible, and I believe that Mr. McIsaac, in whose jurisdiction this portion of the road is very largely, is actuated solely by a desire to make the survey as thorough, honest and practical as can be. I feel it my duty to him to make this public acknowledgement of his acts. He has done everything possible in order that a conclusion best in the public interest may be arrived at; and when the matter is decided, I am confident that our people will feel satisfied that the best decision has been come to.

Representative Rodenberg of Illinois, has a nephew who attends a private school in Washington. He came home the other day and proudly informed his uncle that they had had an election in his school.
"We voted for Roosevelt and Parker," the youngster said.
"Who won?" asked Mr. Rodenberg.
"The vote was Roosevelt 30 and Parker 1," the boy said. "You see, Sammy Smith didn't know how to spell Roosevelt and he voted for Parker."