

# VALLEY AND CENTRAL ROUTES CONTRASTED

## Mr. Carvell Makes a Strong Case For the G. T. P. Line Down the St. John River Valley.

While Mr. Carvell, M.P. for Carleton, in his speech in the House Monday night made it clear that he believed the selection of the G. T. P. route through New Brunswick would be made only after careful surveys had chosen the shortest and cheapest line, and promised his acquiescence in the choice when it was made, he gave a powerful argument in favor of the Valley route which cannot fail to have great influence with the commission.

After pointing to the fact that either route the new road would, by reason of easier grades, be 100 miles shorter than the I. C. R. Mr. Carvell, discussing Engineer Lundgren's report in favor of the Central route, said in part:

"When I got hold of this interim report and certain information which evidently was consolidated in this report, I came to the conclusion there was something wrong with the surveys down the St. John River. From my knowledge of the St. John River I knew that there ought not to be any grades at all from Grand Falls to Fredericton. I do not mean to say that the difference in the elevations between the head of the river at the city of Fredericton was about 400 feet, and the only elevation between Fredericton and Chipman was about 100 feet. From that I came to the conclusion that in the interim report and Mr. Butler's report, the basing of 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 between the head of the Tobique River, and some distance down the Miramichi. I have travelled over the mountains. I do not mean to say that there are equal to the Rocky Mountains, but they are like the Rocky Mountains, as compared to the 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 commission went through New Brunswick when one of the gentlemen 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 mean a grade seven miles long in order to climb it and five miles long of descent 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 am giving the information which is in the hands of the department, 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 24 miles at Woodstock, and the statement which we made to the government in August was more than verified, because that grade which was carried in the latest surveys. It is true that the north of Woodstock have not been surveyed, but from my knowledge of the country I do not think there will be any grades in this 24 miles more than in the other 100 miles which we did on the other route? When you leave Grand Falls the first hill you climb is going out the basin of the St. John River, you have a hill a little over 800 feet in height.

You then go down into the Salmon River. You have to climb out of the Salmon River, over a hill 40 feet in height; then you have to go down to the Tobique River and you have to climb out of the Tobique River over a hill 750 to 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 25 feet per mile, but according to the information given in this interim report it was to be a compensated 4 per cent grade, which must be repeated over every curve of the grade, which, going eastward, would make the level on the curves with a maximum of 4.0 grade all the rest of the way to the summit with a maximum of 6.0 grade, and that means that three miles further—and you are climbing together—and I am not taking into account all the smaller ones because you are not going right across the whole distance is practically a succession of river basins and water-hills which you have about 1,500 feet of difficulty or as great an engineering difficulty as that of getting from the St. Lawrence into the basin of the

and I know as a matter of fact that instead of an addition of five or six miles as contained in Mr. Lundgren's report to the river route, there will be a reduction of from eight to ten miles. I figure the distance from Quebec to the boundary of Grand Falls, 69 miles; which distance are common to both routes. That makes a total of 84 miles common to both routes. If you take that from the total distance given, we have 190 miles as the distance from Grand Falls to Chipman via the river route and 173 miles as the distance from Grand Falls to Chipman via the back route. Now, it is within the knowledge of every man who ever lived on the River St. John that the distances are down that route. For the benefit of hon. gentlemen who have not been along there, I will make the statement that, no point along that river can the route vary more than ten or twenty rods either one way or the other. The banks are high on both sides, with the different places a small interval never more than fifteen or twenty rods wide. Then again you cannot change the distance of the route down the St. John river more than a mile or two, I don't care who it is surveyed, and for all practical purposes reduce the distance from Quebec to Chipman by 200 miles and make the distance as close to the distance from Quebec to Portland that the difference would not be hand, if you are considering. On the other hand, if you are considering the freight must be hauled from Moncton then back to St. John, you are through away all the advantages which that freight gives you. If you contend that it is to be hauled to Halifax, you are asking people to perform an impossible task, or to do what the ordinary business will not allow them to do.

There cannot be any question about the distances between these three points. I admit there may be some 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 one end to the other) 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, which is less than the maximum grade. I am carrying 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 distance in 180 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 vicinity of the plan laid saving of from four to six miles can be made. Of course that is on my opinion, but I have no hesitation in giving you my opinion and I am satisfied that Mr. Wetten, representing Dowle, tonight said:

"We are nearer a peaceful solution of the question tonight than we have been at any stage of the proceedings. We have changed our minds relative to the filling of a bill of equity, declaring the transfer of the ownership of property of Zion City by Voliva to Deacon Alexander Granger to be void and will await further developments."

"Dowle, before the transfer, sent Voliva a telegram revoking the power of attorney."

"According to the contents, the decision of the contestants, the decision of the telegraphic revocation of the power of attorney, will decide in this case the control of Zion City. On this question Attorney Wetten said:

"The telegraphic revocation of the power of attorney is absolutely legal, and will stand in any court of law."

At the termination of today's conference, which was participated in by V. Barnes, legal adviser of Zion City, and Attorney Wetten, representing Dowle, Mr. Newman said:

"Dowle and his advisers admitted today that we have in our possession documentary evidence to the effect that Dowle and his family admitted that 85 per cent of the Zion property belongs to the Christian Catholic church, and he thus acquiesced in the proposition that if he is given five per cent of the property, after he has been installed in temporary control, both ecclesiastical and financial, he will resign."

"In other words, Dowle desires to be vindicated, reinstated with the full powers attending the first trusteeship of the first Catholic Christian church, whereupon he will issue an edit declaring that 85 per cent of the property of this property belongs to the church and that five per cent belongs to Dowle. This would give to Dowle \$1,000,000, and to the church \$18,000,000."

**AGUARANTEED CURE FOR PILES**  
Lifting, Bleeding, Protruding Piles  
Solely authorized to refund money if PAIN-OFINTMENT fails to cure in 6 to 14 days. See.

**BERLIN, April 14**—A German company with a capital of \$15,000,000 is starting a new scheme for the growing rubber in German East Africa. The company, which is under the patronage of the Government and backed by influential firms, does not expect to pay a dividend in the first five years of its existence.

The intention is to rival the British New Guinea rubber deal. The company will have the aid of the Government subvention.

**The Celebrated English Cocoa.**

**EPPSS**

An admirable food, with all the natural qualities intact. This excellent Cocoa maintains the system, restores robust health, and enables it to resist winter's extreme cold.

**COCOA**

The Most Nutritious and Economical.

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 given the actual distance from Quebec to Portland of 100 miles, the grades of the Grand Trunk down to those of the new transcontinental road, yet 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, 696 miles; from Quebec to St. John by the central route, 598 miles, assuming the figures of the interim report to be correct. The distance from Moncton 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, even if the Intercolonial. So that if you are using the common sense route, you can save for all practical purposes reduce the distance from Quebec to St. John by 200 miles and make the distance as close to the distance from Quebec to Portland that the difference would not be hand, if you are considering. On the other hand, if you are considering the freight must be hauled from Moncton then back to St. John, you are through away all the advantages which that freight gives you. If you contend that it is to be hauled to Halifax, you are asking people to perform an impossible task, or to do what the ordinary business will not allow them to do.

**PRINCE VON BUELOW'S SUCCESSOR**

**BERLIN, April 11**—Herr Von Radowitz, the German ambassador to Madrid, who is on the way from Madrid to Berlin, is spoken of in the official way as the probable acting chancellor during the long holiday which it seems will be necessary to complete the recovery of Prince Von Buelow.

**Hopewell Hill.**

**HOPEWELL HILL, April 12**—A splendid lecture was delivered in the Methodist church here Monday evening by Dr. Hannah, president of Kings College, Windsor. The subject was "The East and the West," and was well received by the audience. The audience being delighted with the course, Rev. Allan W. Smithers, M. A., of the Church of England, presided.

A special business meeting of the Hopewell Baptist church, moved to consider the resignation of the pastor, Rev. Dr. Brown, was held here Tuesday, representatives being present from the different sections of the field. Dr. G. V. Peck presided. A letter was read from Rev. Dr. Brown, stating that since handing in his resignation, he had been urged to reconsider his position by many of his parishioners, and that if it were the wish of the church he had decided to do so, providing that, in addition to his salary, he should be allowed parsonage rent and four weeks' vacation in the year.

A motion requesting the pastor to remain was carried by a very large majority. The Baptist pastor's salary is \$800 a year, with parsonage, which is located at Hopewell Cape. The parsonage is a two-story house, which is now consolidated school, moved to Albert last year and has been paying him out rent, which he thinks the church should be responsible for.

P. G. Robinson, first officer of the fishery protection steamer Curlew, has returned to St. John to rejoin the vessel.

**Havelock.**

**HAVELOCK, N. B., April 12**—Lee Corey and Robert Bourne, left here last week for Stratford, where they may later take their families.

G. D. Gilles, Jas. C. A. Huntley, Geo. P. Trickett, H. E. Gray and A. L. McKay, all of St. John, visited the merchants here last week.

John R. Price and son Frank have moved back here to their farm from the Cape. Mrs. Price and the other members of the family will continue to run the Dominion House, Salisbury.

Eiton Hicks of Upper Ridge and Miss Eva Burgess of Canaan Road, were united in marriage on Wednesday.

Dudley Keith, of Keith & Co., visited St. John last week on business connected with the spring's trade.

Mrs. Emery Perry left on Wednesday to spend the Easter holidays at Grand Falls with her friend Miss Helen Hayer.

R. E. Caldwell, photographer, after four months' stay in the village, left on Friday last for Petticoat.

**HARCOURT.**

**HARCOURT, April 12**—Miss Edna VanBuskirk, proprietor of the Eureka Hotel, is starting a brick manufactory on his property on Salmon River, a mile west of this place. The machinery was taken out yesterday. He has a large bed of clay, and will employ quite a number of men.

Mrs. William Bryant of River Hebert, N. B., is visiting her mother-in-law, Mrs. Bryant.

Miss Elizabeth MacDermott of Main River registered in the superior school this week. Main River school, like many other Kent Co. schools, is dead.

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William E. Gollmer left today to take a vacation in Hampton and St. John.

George Little of Coal Branch died in the Montreal hospital, and his funeral takes place today. He leaves a wife, two sons and three or four daughters.

Mrs. Robert Atkinson returned yesterday from Gibson, where she had been attending the funeral of her nephew, Mr. Peter.

Mrs. F. C. Smith, who was lately stricken with pneumonia, is recovering, despite her seventy-five years.

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# PROVINCIAL NEWS.

**JACKSONVILLE.**

**JACKSONVILLE, April 11**—Next Sunday evening Rev. J. C. Berrie will deliver a reception service in the Methodist church, after which a communion service will be conducted.

Mrs. Andrew Wylie brought her daughter, Miss Ada, who has been suffering from diphtheria in the Fredericton hospital, home last Saturday afternoon. She is still very weak.

Rev. A. T. Taylor, who is recovering from the effects of an operation for appendicitis, had the misfortune to fall and hurt his side on Saturday.

It is believed that Rev. A. Corbett has received a call to Bear River. He will leave on Wednesday afternoon for a week's work on the river.

Harley Hannah, T. C. Huddle and Alfred Harding are very busy tree tappers here, to which a large number of menbers have been added, the result of the recent revival services.

Samuel Gartley had the misfortune to have one of his finest colts severely injured by stepping over a culvert and tearing its leg in a frightful manner. It had to be thrown while Dr. Carr stitched the gash. He was assisted by Messrs. Hannah and Harding.

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Rev. J. C. Berrie was today summoned to meet the remains of Isaac Chiff at the station in Woodstock. From there they proceeded to Northampton, where the internment took place. Deceased was a general favorite and highly respected by all and is one of the town's oldest inhabitants. Last fall he was in Bangor, his daughter, who resides in Bangor, where he died on Sunday last.

W. O. Chiff is quite ill with pneumonia.

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**Boo Spavin**

Cure the lameness and sore-shins that look like a red sore. It is the most reliable and sure cure for Spavin, Strabismus, Lameness, Sore-shins, etc. It is the only medicine that will cure all these ailments and can be used in all cases. It is a sure cure for all these ailments and can be used in all cases. It is a sure cure for all these ailments and can be used in all cases.

**Fleming's Spavin Cure (Liquid)**

Cure the lameness and sore-shins that look like a red sore. It is the most reliable and sure cure for Spavin, Strabismus, Lameness, Sore-shins, etc. It is the only medicine that will cure all these ailments and can be used in all cases. It is a sure cure for all these ailments and can be used in all cases.

**Veterinary Adviser**

Specializes in all kinds of lameness and gives you the information you need to have before ordering or buying any kind of a remedy. Mailed Free in writing.

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**S. KERR & SON**  
Oddfellows' Hall

**ALTHOUGH THE SEATING CAPACITY AT FREDERICTON COLLEGE - BUSINESS**

Was increased for this term, every seat was taken. We have no more space for the reason why. After April 1st, which is a date for several months. Free accommodation for several months. Free accommodation for several months. Free accommodation for several months.

**W. J. DOBSON,**  
Principal, Fredericton, N. B.

**NOTICE.**

The Canvassers and Collectors for the SEMI-WEEKLY SUN are now making their rounds as mentioned below. The Manager hopes that all subscribers in arrears will pay when called on.

**EDGAR GANNING** in Albert and Westmorland Counties, N. B.

**F. S. CHAPMAN** in Kings; Co. N. B.

**J. E. AUSTIN** in Sunbury & Queens

**WM. A. SINCLAIR,**  
manager for M. Sinclair Boot and Shoe Co., having recovered from his recent illness, would be pleased to have his friends call at the old stand, 65 Brussels street. 4-4-6

**FOUR DEAD AS RESULT OF PANIC**

Which Followed False Alarm of Fire During Church Service

**CHICAGO, April 14**—During a panic following a prankish cry of "fire" by a boy tonight, which four hundred persons were participating in Easter Festival at a Episcopal Church on 24th street, Emma Holkins, Lily Cannon and Barbara Hornekan, children, and Mrs. Kanik, were killed and a second party injured, several seriously. There was no fire.

Most of the worshippers in the church were women and children and in a few minutes all were in a tangled mass of fighting people trying to escape from the supposed danger.

Many persons jumped through windows, but the greater portion crowded to the central aisle. The extra weight proved too much for the floor and some of the timbers broke. The cracking of the timbers increased the fright of the terrified women and children and everyone fought desperately to reach the street.

When the church was finally emptied three children lay trampled to death in the aisles. Mrs. Kanik died of her wounds.

Father Farnik was offering prayer when one of a crowd of boys outside the church rushed open the front door and shouted "fire." Several of the serious effect his words had on the congregation, the boy ran away.

The pastor tried vainly to quell the congregation, explaining that there was no danger.

**CRIPPLED BY KIDNEY DISEASE.**

"I was troubled for years with kidney disease and Dr. Chase's Kidney Pills have entirely cured me. When I began the use of these pills I could only walk from my bed to a chair. Now I can go out to the field and work like any other man."—Mr. W. H. Mosher, South Augusta, Greenville, Ont. This statement is certified to by the Rev. E. H. Emett, Baptist minister of Brockville, Ont.

**NEW YORK, April 14**—Nicolodemus Lillis died a distance of 135 feet today from Washington street bridge into the Harlem River. He was taken from the water alive, but his skull had been fractured by the force with which he struck the water. Lillis died in a hospital an hour after his dive without having explained his motive. He was 58 years old and a resident of New York city.

**MEN WANTED, RELIABLE**

Locality throughout United States and in every part of the world. We are in search of men who are reliable, honest, and capable of doing good work. We are in search of men who are reliable, honest, and capable of doing good work. We are in search of men who are reliable, honest, and capable of doing good work.

**GALLUS MEDICINAL CO., London, Ontario, Canada.**

**HUMAN ROG ST THING WORLD SSION CENT**

**AND IS GREAT NATURE IS MAMA AND MOKEY FROM**

**IT AGAIN FAIT!**

**YOU'D BETTER**

**FAT IS A GGLE AND IT WAS NT OLD MAN FAT TO BE. IF HE JUST P AND BLOW ARE THIN, OLD AND THE CHILDREN TO PLEASE. IT YOU D YOUR SIGHT WIN**