

FROM CHIPMAN TO THE TOBIQUE

Through Heart of the Province

Transcontinental in N. B. a Magnificently Constructed Railway

What President Hays and Hon. Mr. Pugsley Saw on Friday's Tour of Inspection—Opening Up of a New Region—A Glance at the Railway and the Country it Travels.

The visit of President Hays, of the Grand Trunk Pacific, to St. John, and his trip of inspection over the Transcontinental in New Brunswick from Moncton to the Tobique, in company with Hon. William Pugsley and officials of the Grand Trunk Pacific, should serve to lend additional interest to the progress of the work on the new railway in New Brunswick, which is now approaching completion.

In another column of this issue there is printed an interview with the Minister of Public Works in which he discusses the inspection trip and the chances for the early operation of the Transcontinental in New Brunswick, particularly the 166 miles between Moncton and the Tobique river. The Telegraph presents herewith some information concerning the new line from Chipman to Plaster Rock. In previous articles the general character of the whole line in New Brunswick was dealt with, together with the first section, that between Moncton and Chipman. Today we are starting at Chipman, and it is of interest in this connection to know that President Hays during his trip on Friday spoke in very high terms of the character of the road some facts about which The Telegraph has been presenting to its readers.

Through the Heart of the Province.

It is useful in reading of the new railway to consult a map of New Brunswick and observe how fairly the Transcontinental cuts through the centre of the province.

Thus at Chipman it will be seen that the road has swung away from the Intercolonial almost at right angles and is heading across it at many points, and flies on its way to Grand Falls and on to the Quebec border.

From Chipman, which is 56 miles from Moncton, up to Mile 100, the railroad still traverses a country of sandstone formation, but nearly all of the land is either capable of cultivation or is natural forest reserve.

For four miles east of Chipman, and for five or ten west of that thriving town, the new line runs through a settled country, or settlements are bordering upon it; while from nine miles west of Chipman almost through to Plaster Rock it runs through wooded country. But the settled districts approach it at many points, and in a short time small stations and villages, and new cross roads will appear, for the reason that the new railway will be the nearest outlet for a great tract of country on both sides of it. At first, so far as local traffic is concerned, it would seem likely that lumber and lumbermen's supplies will make up most of the freight; but, as a great railroad man said the other day in going over the road: "I have never yet known a district which did not produce traffic once a good railway was put through it."

Generally speaking, the soil begins to improve immediately west of Chipman for the country is less swampy and is much better drained. Ten miles west of Chipman it crosses the Newcastle stream, which runs into the Newcastle river and thence into Grand Lake. Newcastle stream has gouged out a lot of earth in its time, and here—at Mile 67—the railway is taken over on a steel viaduct 520 feet long and 100 feet above the water. The railroad swings to the south here, the engineers having been forced to veer round the end of Cantor Ridge, a somewhat formidable obstruction, in order to maintain their six-tenths grade going west.

While there are no very great engineering difficulties on this portion of the line one is struck continually by the solidity of the roadbed, its straightness for long distances, and the easy character of the curves where curves occur.

This country will produce an immense quantity of pulpwood and lumber and much of it will gradually come into agricultural use.

At Mile 75 the railroad crosses the divide separating the waters running into Grand Lake from those running into the Miramichi, making the crossing at a point 541 feet above sea level.

A Magnificent Game Country.

We are now in the heart of one of the most magnificent sporting countries in the world. At Mile 82 the line crosses Cain's river, undoubtedly one of the finest trout streams on the continent, and also famous for moose and deer. This is only a short bridge, 80 feet long in fact and 35 feet above the water. Cain's river, far-famed among sportsmen, flows into the South

West Miramichi in the region of Blackville.

At McGivney's.

West of Cain's river at Mile 97 we come to McGivney's, where the Transcontinental crosses the Canada Eastern. Today McGivney's is a bustling and thriving place, boasting two hotels, and a score of buildings of one sort and another. A few years ago there was nothing here in the woods except a little piece of land cleared by John Gibbon, on which there was one fairly substantial barn. The fact that it is a junction and that it has been the headquarters for much construction work has made McGivney's a promising place already, and there is no doubt that it will grow rapidly. This is in the parish of Stanley, almost in the centre of York county. The post office business transacted there within the last year or two has attained a volume large enough to surprise the post office authorities. McGivney's has an excellent supply of spring water, and is going to be a hustling centre of the pleasant piece of country.

Three miles west of McGivney's the road makes an unexpected turn northward, which is necessary to avoid the height of the ridge between Mullin Brook and Jewett Brook, tributaries of the Taxis. The short detour was necessary in order to keep the six-tenths grade. No serious bridges are necessary to cross these small streams, but the culverts are exceedingly substantial here, as elsewhere, and all through this district the drainage for the protection of the road bed is strikingly complete.

The head of the Taxis is crossed at Mile 116. We are now directly west of Boileston, and two miles farther west we come to the great divisional yard at Napudogan. Here, at the summit between the Nashwaak and the Miramichi, besides Napudogan Lake, there is a level flat where there will be trackage for no fewer than 800 cars—an immense railway yard. Many streams rise in this vicinity and the engineers say that though Napudogan Lake is now drained into the Nashwaak, it will be trackage for no fewer than 800 cars—an immense railway yard. Many streams rise in this vicinity and the engineers say that though Napudogan Lake is now drained into the Nashwaak, it will be trackage for no fewer than 800 cars—an immense railway yard.

A Fine Country.

The road has now left the sandstone formation behind and entered the slate

country. For some miles going west lumbering and forest fires have carried off much of the forest growth, and for six or seven miles the road traverses a country that looks rather useless. Beyond and behind, however, are the glorious hardwood ridges, clothed with a fine growth of maple, and beech and birch, with here and there belts of spruce and pine.

Many countries, many parts of Canada, even, are mourning over the destruction of their former wealth in timber and pulpwood. Today, in following the Transcontinental through the centre of the province and crossing the ridges clothed with spruce and pine, with maple, beech, birch, and poplar, or seeing the cedar that is still left in many places, one realizes that if New Brunswick from this time forward takes reasonably good care of its forests they will yield an immense yearly harvest for many generations.

To be beautiful through having a thick and varied forest growth, a country must be well-watered, and New Brunswick in this respect is among the most favored lands on earth. To see the hill country along the Transcontinental when the first frosts have tinted the wooded ridges is to see a landscape worth a day's march on foot. Nor is this wooded region less attractive in spring, when it begins to put on its new clothing of green, and when a thousand streams are breaking loose from the grip of the frost king. The world is beginning to feel the pinch of land hunger. Here, along the new railway, is an elbow room for many thousands of such settlers as desire to own their own productive acres. Such ridges as these, when we see them along the St. John, the Miramichi, and the Kennebecasis, are covered by the crops of prosperous farmers.

Farmers who are not yet numerous enough to supply the growing market that is calling for their products at ever increasing prices. And those who locate alongside the Transcontinental will have at their doors not merely a local road but the terminal section of what is in many respects the most wonderful railway on the continent.

A word or two has been said in these articles about big game. In one day recently twenty-seven deer, and several moose were seen along the railway between McGivney's and Napudogan. Many bears and

innumerable partridge and ducks are to be found in the same region.

The road comes to the Southwest Miramichi at Mile 128. Although this is a formidable stream in the spring the railroad goes over easily on a steel bridge 175 feet long, and of no great height. Here, of course, we are still in the fish and game country, a region that has long been beloved of hunters and fishermen, and that will be sought by them to an even greater degree in the future, now that there is a high class road through the heart of it, enabling one to reach dozens of lakes and streams that have hitherto been accessible only after considerable rough travel. All through this region lumber and pulpwood are to be found in plenty, either immediately beside the railroad or not far from it. A glance at the map will show the traveller that he is now crossing from York into Carleton county, in which latter county the road passes through the two parishes of Aberdeen and Kent. The North Branch of the South West Miramichi is crossed at Mile 130 on a 120-foot steel span.

A little farther along, at Mile 134, the road begins the ascent of the highest summit it reaches in New Brunswick—1,200 feet above sea level. The top of this summit is crossed at Mile 146, and all the way up the six-tenths grade is never exceeded.

At Mile 146 we strike the beginning of the "pusher" grade, the adoption of which was discussed in a previous article. This grade is encountered coming east, and of course going west it presents no obstacle. As was explained in a previous article, the engineers actually surveyed a four-tenths grade through this part of the country and only adopted the "pusher" because the other choice would have greatly lengthened the road as well as have increased the cost of both construction and operation. This grade crosses the summit between the Miramichi and the Tobique.

The Tobique Country.

We come to the Tobique river, just below Plaster Rock, at Mile 166. This is about twenty-five miles from the mouth of the Tobique where it empties into the St. John. The fine Tobique bridge, a cut of which is printed in connection with this article, is a steel structure 700 feet long and 100 feet above the water. The bridge is a fine piece of engineering in a most

picturesque location. Mr. Hays, in his speech at the St. John Board of Trade banquet, told his hearers that when the Grand Trunk Pacific was finished and in operation, it would be one of the finest scenic routes in the world. He had not at that time seen a great deal of the country through which the road passes in New Brunswick, and when he sees the whole line from Moncton to Grand Falls (he saw 132 miles of it on Friday) he will be fully convinced that much of the New Brunswick scenery is as fine as any to be found elsewhere.

The Tobique branch of the C. P. R. crosses the river below the Transcontinental, and the village of Plaster Rock lies two or three miles above.

The Engineers and Their Work.

From a mile or two west of Chipman up to the Tobique the road has been built by the Toronto Construction Company and a fine job has been made of it. But it is the engineers one thinks of in going through this country where their difficulties and their successes are at once visible. When the public rolls through the new country in the passenger cars of the G. T. P. it will have a new idea of the engineering features of the New Brunswick section—and an enlightened respect for the men who located the line and superintended the work of building it. In this connection it may be well to say a word of the officers of the army that gave the province its finest railroad. The general office staff of the Transcontinental in New Brunswick consists of:

C. O. Foss, divisional engineer; Horace Lounley, assistant divisional engineer; J. M. Millar, office engineer; F. S. West, purchasing agent, and O. W. Sinton, accountant.

The division engineers from Chipman to Plaster Rock are: Division 1, A. Hector McNeil; division 2, C. F. K. Dibble; division 3, R. H. Cushing (formerly city engineer of St. John).

The resident engineers between Chipman and Plaster Rock are: At No. 7, Leon Roy; No. 8, C. B. Crossdale; No. 9, H. M. Downing; No. 10, H. H. Charles; No. 11, "Arch" Foster; No. 12, M. W. Black; No. 13, C. L. Foss; No. 14, A. P. Landy; No. 15, H. M. Armstrong; No. 16, A. A. McAdam.

These men have been the officers in an army that has been doing a very great

work in New Brunswick, a work of which very little was heard until recently, but of which a great deal more will be heard during the next few years. As Mr. Hays saw after inspecting 132 miles of the road, the manner in which it is built is highly admirable. In order to keep the straight line between Moncton and Grand Falls it was necessary to cross many of the streams and watersheds at right angles, and the way in which these difficulties have been surmounted without losing the low grade and without introducing any but the easiest curves, are matters which the layman will appreciate when he comes to travel over this railway upon its completion.

Greater New Brunswick.

What the new road will mean to the province is not yet fully appreciated, but after the speech of Mr. Hays in St. John and his trip of inspection over the first half of the New Brunswick section, people generally are beginning to have a better idea of what it will mean to have the Atlantic division of the great new Transcontinental system running through New Brunswick.

Mr. Hays in his speech set the minds of many people at rest in regard to the question of through traffic. He told them the volume of it would be greater than the port of St. John could handle even if its equipment for the work were to be begun at once. And there will be much more local traffic than the average man supposes. Already the maritime traffic representative of the Grand Trunk Pacific has investigated the resources of the country which the road traverses in this province and there is reason to believe that he has found the outlook much more promising than was at first thought probable.

Already many enquiries are coming in as to how soon the New Brunswick section will be in operation. Some enquiries want to get out coast over the road, some want to haul in lumbermen's supplies, some are enquiring about reaching the great supply of hardwood through which the line passes, some about fish and game.

By next summer, when the new stations begin to spring up along the line and when new country roads are made to tap the railway at many points, New Brunswick will begin to realize what the coming of the Grand Trunk is going to mean, even from the local standpoint. We are coming to the day of Greater New Brunswick.

CANADA'S NEXT VICEROY, WIFE AND CHILDREN



The Duke of Connaught with his wife and children on their way to Cape Town. The Duke is here seen seated, with the Duchess (who is a daughter of Prince Frederick Charles of Prussia) on his left.

EALON LOVE, OF ST. STEPHEN, KILLED AT KILBURN STATION

St. Stephen, N. B., Oct. 22.—(Special)—Word was received here at a late hour this evening to the effect that Ealen Love, second son of Hugh Love, of this town, had accidentally been killed at Kilburn station.

Love, who was about twenty-three years of age, started in working last Monday as brakeman on the C. P. R. He was a very popular young man, and this summer was a valued member of the Thistle base ball team.

SALISBURY MAN FOUND DEAD IN BED

Salisbury, N. B., Oct. 22.—Isaiah Haines, who lived with his son, Luther Haines, of this village, was found dead in his bed this morning. His death, it is understood, resulted from natural causes. Deceased was 62 years old.

HATTIE LeBLANC TO BE TRIED FOR MURDER NOVEMBER 28

Boston, Oct. 21.—Hattie LeBlanc, of Arichat (N. S.), charged with the murder of Clarence F. Glover, a laundry man at Waltham on November 20 last, will be placed on trial Monday, Nov. 28, at East Cambridge. The date was decided upon by Chief Justice John A. Aiken today.

Northumberland County Court.

Newcastle, N. B., Oct. 20.—(Special)—The County Court adjourned at noon. In the case of the King vs. Patrick Maher, on complaint of William Dummond, the jury disagreed and the accused was released on his own recognizance. Yesterday the jury acquitted Thomas Daughney on one count and disagreed on the other. The accused was released on his own recognizance.

Henry MacKay, charged with assault, was acquitted.

METHODIST WOMEN'S MISSIONARY SOCIETY MEETS IN HAMPTON

Hampton, N. B., Oct. 20.—The Methodist Women's Missionary Society for the district of St. John, which includes all the branch organizations of St. John and Kings counties, as well as those of Jerusalem and Westford of Queens county, opened its annual session in the Hampton Methodist church this morning. About thirty delegates arrived from St. John and from ten to fifteen came from up the line, and these with members of the local branch, brought the number present up to about fifty.

Mrs. E. C. Hickson, district organizer, was in the chair, and Mrs. J. A. Rogers, of Seabrook, led a very interesting service and gave a Bible reading with the singing of hymns interspersed.

Miss Myles was elected secretary-treasurer, after which Miss Elizabeth Duke gave an address of welcome to which the visitors responded by singing "Blest Be the Tie That Binds," all standing.

Then followed encouraging reports from several of the branches, and a valuable paper on "Our Literature and How to Use It," by Miss Stewart, was read by Mrs. Heaney. There were also words of greeting from several ladies of branch societies.

The second session opened at 2:30 o'clock with a devotional service and Bible reading by Mrs. H. C. Rice, subject, "Prayer." The reports of auxiliaries were then read, followed by a paper on "Prayer," prepared by Mr. Kingston, and read by his young daughter.

A question paper was opened by Mrs. Rogers, and answers were generally given by delegates. Mrs. Rogers also gave an interesting description of her visit to the annual board meeting at Victoria (B. C.). At 5 o'clock tea was served in Hicks' Hall by the ladies of Hampton, and a pleasant social time followed.

At 7 o'clock the closing session was held with the Rev. H. C. Rice presiding. After devotional exercises, Mrs. E. C. Hickson, as district organizer, gave a report of the general work of the society with special reference to that of the St. John district, which showed a gratifying increase in membership and finances.

Mrs. J. A. Rogers followed in a comprehensive address on the several fields of the operations of the board, and announced the surprising fact that the number of its workers on the home mission field exceeded by only one those of foreign fields. Special reference was also made to the work in Japan and the great revival in Korea.

A vote of thanks was voted to the Hampton ladies for their hospitality and the convention closed with singing and the benediction.

TWO BUILDINGS DESTROYED IN A NEWCASTLE FIRE

Newcastle, N. B., Oct. 21.—(Special)—Fire broke out at midnight in Moses Whitney's barn, belonging to the Royal Hotel. The barn and Dalton's livery stable and the house of Patrick Hennessey, occupied by John Fraser and James Murray, were destroyed.

Messrs. Murray and Fraser saved their furniture. A cow and four pigs were burned in the barn. Mr. Dalton's horses were saved.

The night was calm and this limited the area of the fire.

GRAHAME-WHITE'S BRIDE-ELECT

New York, Oct. 20.—Miss Pauline Chase is engaged. She said so herself in her dressing room in the Knickerbocker Theatre, where she is appearing in Our Miss Gibbs. Her fiancé is Claude Grahame-White, the English aviator, now in New York.

Rumor has engaged the actress to various men in the past, and Mr. Grahame-

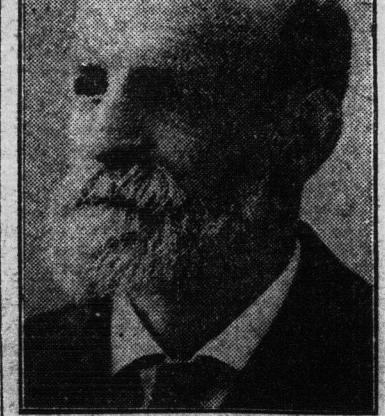


White has been mentioned as a suitor, but Miss Chase until now has always denied the stories.

"Yes, it is true," she said, "and I'm very happy. We will be married next spring in London."

"You will not retire from the stage?" "Oh, yes, I will. After I finish with Our Miss Gibbs here in December I go back to London and I will say good-bye to Peter Pan in the Duke of York's Theatre."

NOVA SCOTIA'S NEW GOVERNOR



Hon. Jas. D. McGregor.

ASSAULT CHARGE FOLLOWED BY COUNTER CHARGE OF PERJURY

Hopewell, N. B., Oct. 23.—L. V. McAnulty, who was charged with perjury in connection with the Reid assault case, was sent up for trial by Magistrate John Keiver at Albert yesterday.

The hearing commenced on Friday, continued Friday evening, and concluded yesterday forenoon. The accused was admitted to bail in the sum of \$800, to appear at the coming session of the county court on Tuesday next, when the case will go before the grand jury. W. D. Turner appeared for McAnulty, M. B. Dixon prosecuting.

G. D. Reid, the complainant, who was charged by McAnulty with assault, of throwing a stone at him through John Daley's shop window, claims that the contention was strongly corroborated by Mr. Ritchie, a witness, with whom Reid boards. He swore Reid spent a large part of the evening in the latter's company, his testimony making it appear to have been impossible for the accused to have been at Daley's shop at the time of the occurrence.

McAnulty, at Reid's examination, had sworn to recognizing Reid as the offender.

In addition to the charge of perjury against McAnulty, a similar charge has been laid against Daley, the owner of the shop, whose case will come up for hearing on Oct. 28.

IN THE COURTS

County Court.

In the county court yesterday afternoon, Judge Forbes presiding, argument by counsel in the review case of John Sime vs. Albert J. Taylor, was concluded. The case was begun in the morning, Taylor, who is appealing from the decision of Magistrate Allingham of Fairville, is the pound keeper and hog reeve for Lunenburg. One dark night recently a report reached the ears of Mr. Taylor that a bull was digging up the garden of a resident of the Manawagonish road. Taylor after considerable difficulty, fraught with an amount of danger, succeeded in landing the animal in the pound. When the morning broke, Mr. Taylor learned that the bull was the property of John Sime and immediately notified the owner of the animal's incarceration.

Mr. Sime refused to pay the pound fees claiming that Mr. Taylor was not responsible for the pound keeper at the May meeting of the municipal council. This was true, but under the act the majority of the councillors of the parish are empowered to make the appointment in case the council do not.

Both Councilors Barnhill and Curran had made the appointment, but did not comply with the act, namely, forthwith notify, in form given, the secretary of such appointment. Mr. Sime claims that this omission is sufficient to declare Taylor out of office.

The case was tried before Magistrate Allingham and judgment was given for the defendant. In the meantime, to comply with the act, Mr. Taylor has sold the animal. Further developments will be awaited with interest.

A. A. Wilson, K.C., appeared for Mr. Sime, and G. H. V. Belyea for Mr. Taylor.

The examination of the defendant in Comeau et al vs. McAlary was begun before Judge Forbes yesterday. After the defendant had testified, the case was adjourned until November 11, John A.

STILL LOVES THE EXILED KING



This is a striking picture of Mlle. Gaby Deslys, the beautiful music hall dancer whom King Manuel fell desperately in love with in London. He showered jewels upon her and the Republicans state that

the open scandal, which recalled the indiscretions of the late King Carlos, helped bring the revolution to a head. Mlle. Deslys, unperturbed, when interviewed for the press, said "I love him still."

Barry, and F. X. Robideau appeared for the plaintiff, and A. A. Allen, of Moncton, for the defendant.

Circuit Court.

The adjourned September sitting of the circuit court was held yesterday in Chambers. His Honor Mr. Justice Laroche presiding. Argument of counsel in the case of J. Leslie Palmer vs. The Arlington Lumber Co., was presented, and judgment was reserved.

Both Councilors Barnhill and Curran had made the appointment, but did not comply with the act, namely, forthwith notify, in form given, the secretary of such appointment. Mr. Sime claims that this omission is sufficient to declare Taylor out of office.

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