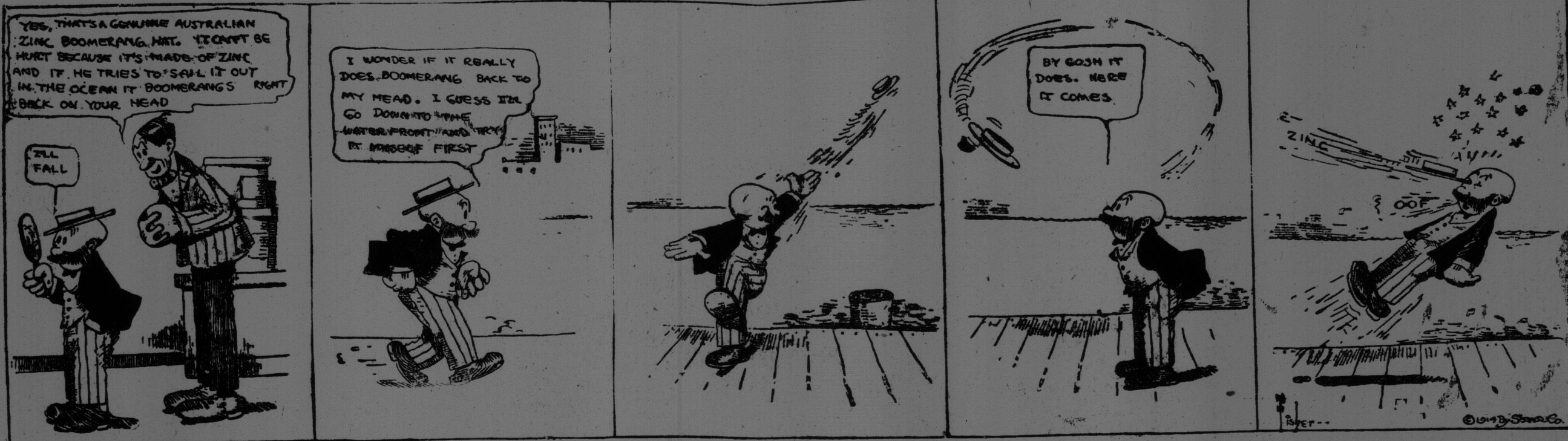


It Did What Was Promised

By "Bud" Fisher



VALLEY RAILWAY CHEAPLY BUILT Numerous Curves and Maximum Grades ENGINEER'S EVIDENCE

Road Does Not Compare With Transcontinental - Sessions in Fredericton Commencing on Thursday

Although the evidence at the opening session of the inquiry into the Dugal charges in connection with the Valley Railway yesterday was entirely technical and interested to the people of this province, the engineer who was on the stand all day, an employee of the St. John and Quebec Railway Company, his testimony showed only too clearly how poor a bargain the province is getting. He built the curves of the road almost entirely at the maximum grade to save cost of construction and of other similar evidences of cheap construction. There was occasionally a fire and passion that revealed the reasons behind the decorous formality of the inquiry. Once or twice Mr. Carvell shot out a spirited protest. "The people of New Brunswick want to know what they have had for their money," he said, "and I am going to let them know. I have been charged for two years as the man who has held this line up and I am going to show the people that I have had just cause for every word that I have uttered."

Mr. Hill, divisional engineer at Woodstock, who was on the stand all day, confirmed his evidence at the afternoon inquiry. He said that the maximum grade was one per cent and that the maximum was used on several occasions where it would have cost more to reduce the grade.

On the section covered by the Hibbard contract McLagan and McBain had a contract for concrete-work and Nelson for earthwork. Kennedy and McDonald also had two sub-contracts from the Hibbard Company. The witness described the progress of the work on this section.

Q.—Was the road so built that it could be improved and made on the same standard say, the N. T. R.?  
A.—No, not without radical diversions.

Q.—Could it not have been located so that this might have been done easily?  
Mr. Teed objected to these as irrelevant but it was allowed.

A.—There was a Transcontinental survey down there but I understand that would cost \$60,000 a mile.

Q.—But that was for a six-tenth per cent grade; could not you have located a one per cent road capable of improvement at no greater cost?  
A.—Yes.

The profiles were produced and examined in detail. It was shown that seven miles below Woodstock, the road was 140 feet above the river level. This was about one and a half miles back from the river. Then the grade descends to the maximum as far as Eel River. If the piers at Eel River had been made higher it would have decreased the grades on both sides but increased the cost.

Mr. Teed objected to a question as to the cost of certain work.

Mr. Carvell.—But the people of New Brunswick want to know what they are getting for their money and I am going to get it for them.

Mr. T. J. Carter.—My learned friend seems to hold a brief for the people of New Brunswick.

Mr. Carvell.—I am the man charged with holding up this contract. I have been charged with it for two years and I am going to show that I have a just cause for every word that I have uttered.

Mr. Teed also objected to a question as to the curvatures and the grading of the line which might have been substituted for these employed and Mr. Carvell retorted that he should not be annoyed.

Mr. Teed.—I am not annoyed but my learned friend has some reason.

Mr. Carvell.—(Smiling) Oh, yes I have a reason. (Laughter) When I read of the premier in the legislature comparing the road with the Transcontinental I think I have a right.

Mr. Teed.—Then why not show the matter in the legislature?

Mr. Carvell.—They will not let me talk in the legislature.

Mr. Stevens.—I think we have a right to show the kind of road that is being built.

Mr. Carvell's question was then allowed and he proceeded to question the witness on the places where it had been necessary to eliminate curves, at Johnson Creek and Pokok.

Mr. Carvell.—What was substituted?  
Mr. Hill.—Three and four degree curves which increased the cost. Witness then explained that a one per cent

curve in the line would have a radius of 5,800 feet.

The engineering progress notes for the month of April were then put in and a searching examination was gone through by Mr. Carvell. The gross total work done to the end of April was \$438,889.

Q.—How many corrugated iron culverts were removed and replaced by something stronger?  
A.—About ten or twelve.

Q.—In both the Kennedy and Hibbard contracts?  
A.—All in the Hibbard contract.

Q.—Who stood the cost of renewals?  
A.—The company.

Q.—Would it appear in these progress estimates?  
A.—Yes, sir.

Q.—I want to go back to the Kennedy contract above Woodstock and I want your estimate of the complete line in addition to the amount already expended for clearing.

A.—It would be an impossibility.

Q.—I do not want impossibilities but you are the responsible man in charge and I know you know the road like a book.

A.—But I cannot give the cost over the whole of that 81 miles.

Q.—Is the right of way all cleared?  
A.—All but a few hundred dollars.

Q.—Now give us the best of your judgement what it would cost to finish the clearing up. This commission has been asked to get what the cost will be to complete the road and I know of no

man better qualified than you are to tell.

A.—Thank you. About \$300 for the clearing.

The witness continued giving a detailed estimate of the cost of the work yet to be performed.

The witness did not left the stand when Mr. Carvell announced that he expected that the next day to call Mr. Brown, of Montreal, and David Brown, one of the engineering staff, and that the evidence of both would very likely take up the day.

It was then decided that the royal commission adjourn until today at 10 a. m. in the original room in the circuit court and that Thursday's meeting be at Fredericton. Some discussion took place as to where the commission would be able to sit but nothing definite was announced.

His Royal Highness Prince Christian, the Duke of Sutherland, Sir Reginald Graham, Bart., of Morton Coyners; Sir Ian Colquhoun, Bart., of Luss; Captain Colin Mackay, the Duchess of Sunderland, the Countess of Carrick, Lady Margaret Mackay and Lady S. J. Graham have become patrons of the Scottish Clans Association of London.

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