

THE NATIONAL TRANSCONTINENTAL AND WHAT IT MEANS FOR NEW BRUNSWICK

(Continued from page 1.)

carry them over the grade, and will go thundering on their way.

When the layman hears of a pusher grade he is likely to imagine a piece of country standing on end. As a matter of fact it is only upon being able to see ten miles of track in front of you that you are able to be sure that the Transcontinental over a portion of the Tobique division is not as level there as elsewhere. On the C. P. R. or the Intercolonial you would think nothing of it.

Politicians hostile to the government and careless of the facts have done much to heighten popular misconception—but, after all, the choice of the short cut was the engineer's choice, and was dictated solely by sound engineering and business reasons, and it will be justified a dozen times over in practice. It will not reduce the heaviest train-load by so much as an ounce or delay the Hong Kong train by so much as a minute—and it is hundreds of thousands of dollars cheaper than would be the adoption of the long loop around which the four-tenths grade was found and surveyed. Even the wayfaring layman will appreciate the fact that one such grade is nothing, though many such—and other railways have them—must necessarily lighten the weight of any train to what the locomotive can haul over the heaviest grade.

Thus a single engine can haul over the new railway twice the load that it could haul over the C. P. R. or the Intercolonial or any of the branch lines. These from the engineering standpoint are the great outstanding features of the National Transcontinental—that its grades are the finest to be found among the long trunk lines of the world, that its road-bed is of unequalled solidity and its curves the easiest known to transportation authorities; that its bridges and viaducts are of steel on solid concrete, that its rails throughout are eighty pounds to the yard, and that its system of drainage is the most perfect to be found in America.

When the line is opened to passenger traffic those who ride over it will be amazed by the thoroughness and solidity of the whole system, by the substantial and permanent nature of every culvert and aqueduct, bridge and viaduct. These to a certain extent they may be disposed to take for granted, but some of the great steel structures, as that at Little Salmon River, beyond the Tobique, where the road is carried for 4,000 feet across a valley, 200 feet deep in the centre—the greatest steel viaduct in Canada excepting one on the C. P. R. at Lethbridge—will cause them to open their eyes. It represents 7,000 tons of steel—a beautiful thing and a wonderful feat. The world has seen few of these. It has not yet seen this one. Ten years hence it will be famous.

But even the layman will marvel at the drainage. Hundreds of thousands of dollars were spent in New Brunswick alone in taking care of the troublesome and numerous streams over which the steel marches; in leading the brooks through concrete aqueducts beneath the track, and deepening and straightening their beds, so that the spring rush of water will go its way without burrowing into the embankment, carrying the rails in its ditching the rocky and wooded hillsides, in draining the peat bogs, in carrying out the directions of that engineering Solomon who said that in railroad building there were three things of the last importance: the first was drainage, and the second was DRAINAGE, and the third was DRAINAGE.

The engineers are tolerably proud of this system of drainage, and they are justifiably so, for it is a feature of the great steel highway. When you travel over it, you will be proud of it, for yourself, you too, will be proud of it, and with reason.

Turn to the map of the province. One suspects that the average New Brunswicker is not so familiar as he might be with "the lay of the land" in this province, and it may be worth while, with the map before us, to direct attention to the route of the Transcontinental and to specify the counties and the parishes through which it passes. Working westward, it begins of course in Moncton and Moncton parish, and, crossing the Moncton parish line, it runs in succession through the following parishes: Salisbury, Brunswick, (Queens county) Waterborough, Chipman, (and then crossing into Sunbury county) Northfield, Maugerville, (then crossing into York county) Kent, (then into Victoria county) Gordon, Drummond, (then into Madawaska) St. Andre, St. Leonards, St. Ann's, St. Basil, St. James and St. Hilary.

When it is recalled that the length of this road in New Brunswick alone is 256 miles, and when one remembers that it will give new life to a broad stretch of territory on both sides of it, extending right across the province, its importance for purposes of local development will be made plain.

It used to be said that it would parallel the I. C. R. Well, with the map before you, follow with your eye the route of the Intercolonial, and you will find it north shore then into Quebec, and then follow the line of the new Transcontinental through the interior, and see for yourself what a broad belt of territory lies between these two railroads.

Since the map before us, it is worth while to glance at the streams and rivers that make a web of lines across the province. Remember that on such a map only the more important streams are marked, and that they are apt to be necessary to keep in mind that there are hundreds upon thousands of small brooks and watercourses that are not dignified by lines on the map, but that, nevertheless have to be crossed by a railroad and that have to be reckoned with by the engineers.

In the second article the Moncton-Chipman section of the new railway will be dealt with.

FIVE MONCTON NURSES GRADUATE

Moncton, N. B., Oct. 7.—(Special)—The graduating exercises, in connection with the Moncton hospital, were held in W. C. T. U. rooms tonight and largely attended.

The graduates were Misses Graham, Smallwood, McConnell, Scott and Fraser, who received diplomas and were presented with class pins also bouquets by ladies of the hospital.

F. W. Sumner, president of the hospital board, presided. The address to the graduating nurses was made by Dr. O. J. McCully. Short addresses were made by F. W. Sumner, Mayor Reilly, Hon. C. J. Robinson, Ald. Whippley and Rev. C. J. Pinkerton.

A Few Features of the New Railroad

Spent in construction of the N. B. section—about \$18,000,000—most of which has been distributed in this province during the last few years.

For more than a hundred miles, that is from Moncton to McGivney's, at the junction of the new road with the Canada-Eastern, the line is already finished with the exception of a small portion east of Chipman, which will be completed this autumn.

This section from Moncton to McGivney's could be operated this fall, and will undoubtedly be operated when spring opens.

The remainder of the road, from McGivney's to the Quebec line, will be ready for operation early next fall.

At the close of this season all the steel will be laid except for a gap of six miles, from ten to sixteen miles east of Grand Falls, where there was no way to get material on the ground until other sections on both sides of the gap had been completed.

The average cost of the road in New Brunswick is \$60,000 a mile.

The Transcontinental is the most level road in America, and has the easiest curves.

The maximum grade coming east is four-tenths of one per cent, or twenty-one feet in the mile, and going west it is six-tenths, or thirty-one feet in the mile. These grades, and the fact that the curves are easy, and the road bed, bridges and rails, all of the most substantial character, mean that the Transcontinental will be able to haul its freight and passengers more rapidly and more economically than any long railroad on this continent.

From Moncton to the Quebec line its length is 256 1-2 miles. It is forty-two miles shorter than the I. C. R., from Moncton to the Quebec bridge in actual mileage, but when it is remembered that an engine will haul on the new road a train twice as long as it can haul on the Intercolonial, it will be seen that the lower grades mean that the new line is something like two hundred miles shorter than the old one from the traffic standpoint.

Because of the level road bed, and the thoroughness and solidity of construction, this railway, though the initial cost is necessarily high, is from the economic and transportation standpoints without a peer on this continent.

It opens up a vast tract of beautiful territory whose resources have hitherto remained undeveloped because it lacked transportation facilities.

As a scenic route, and because it runs through the centre of a magnificent game preserve, the new line will appeal strongly to tourists and sportsmen.

It traverses for more than 200 miles a portion of New Brunswick, immensely rich in timber and pulpwood, and a great tract destined in the near future to come under the plough—for much of the hardwood areas it penetrates, after the wood has been marketed, will naturally be turned into such farms as are now seen along the St. John and other valleys that have long had railway facilities.

But for this railroad—but for the adoption of the interior through New Brunswick—many of the very finest parts of the province must long have remained in the wild state, for lack of transportation. Now for 200 odd miles this beautiful country is pierced by a high-class trunk line.

TEN MILLION CUBIC FEET OF GAS PER DAY IS REPORT

Maritime Oil Fields, Ltd. Making Great Discoveries—Views of Experts—Area Widening.

(Moncton Transcript.)

The Maritime Oil Fields, Ltd., are meeting with most encouraging success in the development of the natural gas deposits in the McLatchey district, Albert county. Already the "capped" supply is equivalent to a yield of more than ten times the estimated required daily supply for heating, lighting and domestic purposes in the city of Moncton. In other words, the "capped" supply has passed the limit which is regarded by all experts as a margin of safety in undertaking great expenditures.

There is another encouraging feature opening up boundless possibilities in the widening of the area within which great flows of natural gas are being found. With the well as the base, the successful explorations are spreading out fan-like in an increasing area, great yields being found recently at the very outskirts of the fan at its widest part.

In number fifteen well, which has only reached the upper sands, on Friday last, the company struck a flow of 555,000 cubic feet of natural gas daily.

When it is recalled that in an interview in these columns, an expert from Hamilton (Ont.), stated that the average profitable gas well in that district only yielded in the vicinity of 50,000 cubic feet a day, with an odd well or two reaching the 100,000 limit, the most inexperienced reader can readily recognize the enormous margin afforded even by this solitary well.

A further encouraging feature is that the yield of natural gas heretofore in this vicinity, in what are known as the upper sands, only range from 50,000 to 100,000 cubic feet; whereas in well number fifteen the yield is 555,000 cubic feet. It is the second sands which have given over 4,000,000 cubic feet of gas each, and in the cases of wells number eight and fifteen. In no case yet have the wells reached the third sands.

Well number fifteen is located furthest north of any well yet drilled, and thus the enormous yield of gas from the first sands is therefore most gratifying, but well number twelve, with its marvellous yield of 555,000 cubic feet, is the second sands which have given over 4,000,000 cubic feet of gas each, and in the cases of wells number eight and fifteen.

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in a fan from well number three as the starting point. The company naturally continues to develop that particular section, because of economic reasons, but not the slightest doubt is entertained that other parts of this district will be found a producing area.

As the Niagara district in Albert county, which is a well known district of Turtle Creek, will, it is believed prove to be great yielding areas, and these districts are much nearer to Moncton, but instead of diffusing its energies and expenditure of capital in new districts, the company is thoroughly exploring the one now being developed.

NORTHUMBERLAND CO. TEACHERS' INSTITUTE

Newcastle, Oct. 7.—The thirty-third annual meeting of Northumberland County Teachers' Institute opened here yesterday forenoon. Seventy-seven teachers enrolled during the day.

President B. P. Steeves in his opening address pointed out that there were two elements required for the purpose of the institute, (1) The tendency to American schools, (2) The tendency to "practical" studies. Less attention is now paid to puzzle questions in complex fractions, partial payments, algebra and logarithms. (2) The tendency to give grades, especially in the earlier ones. With both of these tendencies he heartily agreed.

Inspector Geo. W. Mersereau, M. A., complimented and agreed with Mr. Steeves. Practical subjects are best. The course of instruction is getting overloaded. Many subjects must be correlated. There is an undue tendency to make the country teacher do high school work. With fifty pupils in five grades the teacher should not be compelled to do extra work, and many breakdown under the strain. Candidates for Normal School and college should go to high schools. Farmers are able to pay for sending their children there for higher education. He contended that Latin and algebra should be left out of the common school grades and be begun in grade IX. He said the three curricula of the present day school are cigarettes, penny dreadful novels and moving pictures.

Principal C. J. Mersereau read a paper on Expression. The first paper in the afternoon was a well written one on the Life and Labors of Pestalozzi, by Miss B. Marion Fraser. It was a thorough resume of the great Swiss educator's theory and work and was listened to with much interest.

Principal H. H. Stuart spoke on Some Ways of Improving the School System.

After tea and cream and cake was partaken of by the session adjourned till today.

Always shrink a new brand before sewing to a skirt, otherwise the bottom of the skirt will become puckered the first time of wearing in a shower of rain.

When using sandpaper to remove old paint, try wetting it with benzine. The work will be accomplished sooner.

To test beef, press it down with the thumb. If it rises quickly, the meat is good.

LONG REPLYES TO LOYAL MESSAGE

Cablegram Read at Session of the Synod Yesterday

IMPORTANT BUSINESS

Lengthy Debate on the Bishop Kingdon Memorial Fund—The Action Taken—Many Take Part in the Discussion—Executive Meetings Last Evening.

Friday, Oct. 7

The forty-second annual session of the New Brunswick Diocesan Synod was brought to a close here last evening. It was one of the most successful yet held and was marked by some very interesting discussion. Many changes dealing with both clerical and lay matters were recommended and it is felt that the session just brought to a close will bear excellent results. Before adjourning last evening resolutions of thanks were drawn up and tendered to those who were in any way responsible for the great success. His Lordship the Bishop, the rector of Trinity church, the secretary of the synod, the railroad and steam boat companies were among those remembered in the resolutions. On motion, it was decided to hold the next general synod in Fredericton, on the first Monday in November, 1911.

When the synod resumed business yesterday morning, the Bishop read a reply to the message of loyalty cabled to His Majesty George V. on Wednesday night. The reply was as follows:

"Balmoral, Oct. 6th.
The Bishop of Fredericton, St. John (N. B.).

The King thanks the Synod of the Diocese of Fredericton for their loyal assurance and prayers.

(Sgd.) A. BIGGS.

His Lordship also referred with pleasure to the expression by the executive of the N. B. Baptist Association of their willingness to co-operate in securing religious instruction in the public schools.

Order of business was suspended to allow Rev. Father Conners to introduce the following notice of motion:

To propose a new canon to the effect that "No party to a (so-called) marriage shall be granted a divorce until after a divorce granted for cause arising after marriage shall hold any office, parochial or diocesan."

Notice of motion was given by H. B. Schofield as follows:

To propose a new canon to the effect that "No party to a (so-called) marriage shall be granted a divorce until after a divorce granted for cause arising after marriage shall hold any office, parochial or diocesan."

The act in amendment to chapter xxvii, of 48 Victoria, which was prepared by the committee on removal from rectories and parishes or parishes which "at the time of the passing of the act" are not in receipt of grant or aid from the board of diocesan missions or any other missionary society, was next taken up. The section was amended by striking out the words "at the time of the passing of the act" and as a result now applies to all parishes which are now or may become self-supporting.

Section 3, dealing with self-supporting parishes or parishes which "at the time of the passing of the act" are not in receipt of grant or aid from the board of diocesan missions or any other missionary society, was next taken up. The section was amended by striking out the words "at the time of the passing of the act" and as a result now applies to all parishes which are now or may become self-supporting.

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Section 5 was next taken up and it was adopted. It is as follows: "Wherever in any aided mission, being a parish or district set off as a parish, a church corporation has been established, the name of the said church corporation shall continue to be the same, notwithstanding the fact that the clergyman serving therein is not rector or said parish or district, and has not been nominated, admitted, presented, instituted or inducted, and such corporation shall in all other respects continue the same, and shall continue to hold all property, real and personal, to the same use and upon the same trusts as they have heretofore been held, save and except that all lands held by them for the use and benefit of this corporation upon trust as a glebe for the use and benefit of the rector, and all funds, moneys, securities and investments held by them upon trust for the use and benefit of the rector, shall be held by such corporation for the use and benefit of the clergyman in charge of such aided mission."

Canon Hoyt moved in amendment that wherever the word "district" appeared in the section it be dropped out. The amendment was put and lost. The original motion was passed.

Section 6, which is as follows, was next adopted as presented:

"The clergyman in charge of any aided mission of the Church of England in this province shall be a member of and the head of the corporation, and while he is in charge of such mission he shall be vested with all the rights, privileges and duties which a rector in charge of an ecclesiastical parish of the Church of England in this province shall be by law in respect to the church officers, churchwardens, services and spiritualities. Provided, however, that nothing in this section shall be taken to confer upon such clergyman any right to continue in charge of any such mission for any other or greater term, or to vest any other or greater estate than may be provided by any canon of the synod or the said church made under this act; nor shall anything in this section be deemed to affect the right to appoint to or remove from any such mission in any manner provided by any such canon."

Section 7, providing that the churchwardens and vestrymen in aided mission shall have the same authority as those of any self-supporting church, was after considerable discussion, passed.

Rev. Mr. Simpson objected to the act being finally disposed of owing to the small attendance.

The bishop explained that the act was not being finally disposed of at this session but would have to come back to the synod again.

It was finally agreed that the remaining sections should be received as read and the whole act referred to the committee for the revision of church laws with the information that the church had approved of the first seven sections. After the passing of the usual resolutions the meeting was adjourned.

In the evening executive meetings were held in the vestry at which routine business was transacted.

Marriage and Divorce.
In a report of the Synod proceedings yesterday a mistake was made regarding the action taken by the Synod upon the divorce question. The resolution passed declared it to be most undesirable that a person, who is a party to any marriage after divorce, for any cause whatever, during the life of the other party to the former marriage, should be elected to any parish or parishes or parishes which "at the time of the passing of the act" are not in receipt of grant or aid from the board of diocesan missions or any other missionary society, was next taken up. The section was amended by striking out the words "at the time of the passing of the act" and as a result now applies to all parishes which are now or may become self-supporting.

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Canon Hoyt moved in amendment that wherever the word "district" appeared in the section it be dropped out. The amendment was put and lost. The original motion was passed.

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by Christmas he hoped that there would be not more than four.

Rev. R. J. Wilkinson said that he would support the cathedral endowment fund, as he thought it the most useful.

Rev. Canon Hoyt spoke in favor of some united and immediate action towards securing a memorial of some kind. In his remarks he paid a high tribute to the late bishop, referring to his piety, his business ability, his charity, his scholarship, and his earnest work.

The bishop drew attention to the fund for incapacitated clergy as a worthy object of endowment.

Archdeacon Newnam said that this fund was very dear to the heart of Bishop Kingdon, and thought that no memorial would have suited him more than one connected with this object. He had always been very earnest in his efforts to have the stipends of the clergy increased.

Dr. W. S. Carter, as one of the Cathedral Chapter, said that the plan for an endowment fund was a very good one, but he thought that the provision already made would be sufficient for some time. He drew attention to the splendid accommodation provided in St. John for the Synod, and said that if a Synod building were to be erected it should be erected in Fredericton. (Laughter.) He believed that the money was most needed for the proposed assistance to the clergy, and he would support the amendment to the amendment.

Mr. Kubring's Argument.
Rev. G. A. Kubring, in closing the debate on the amendment, referred to the fact that his own church had a debt on the school house and needed a new organ and a rectory. They would have had the money for these purposes if they had not fully met every appeal made to them in the last ten years. (Applause.) To support the plan for a Synod building was a sacrifice on their part, but he thought it best met the needs of the situation. He showed what a small income even \$10,000 would give to augment the salaries of the clergy and dwell on the need for a Synod building. A large Synod hall was no part of the scheme, he said, and its erection would in no way affect the place where the Synod would meet. He believed that the building where the various organizations would convene would result in an increase in their receipts of more than a thousand dollars a year, double the possible income of an endowment fund. He thought the money would be more easily raised for this purpose.

Canon Neale, in closing the debate, said that the memorial was more important than the form it would take. He would support any decision reached by the Synod. He confessed that the amendment to the amendment appealed quite strongly to him, and while, if it came to a vote on the matter, he would support the cathedral endowment fund, he believed that the plan to augment the clergy stipends would best meet the views of the Synod and he would not be sorry to see it adopted.

The bishop said that his aim was to secure an augmentation fund giving an income of at least \$10,000 a year, and he expected to live to see this accomplished. A fund of \$10,000 would make a substantial start, which would steadily increase. The others were both excellent projects, and it was for the Synod to say which was the best.

The amendment to the amendment was put and carried, and on motion of Rev. G. A. Kubring and Rev. Canon Neale, was made unanimous.

His Lordship asked if a change in the time would result in a larger attendance of the laity. He suggested January as a possible improvement.

Canon Cowie said this time of the year is the best for the people of Fredericton to entertain the Synod. Further discussion was deferred until after lunch.

On motion of Hon. J. P. Burrell, a message of sympathy was ordered sent to the people of Campbellton.

Adjourned until 2.30.

Afternoon Session.
The session resumed at 2.30 with the bishop in the chair. Rev. A. D. Daniel moved seconded by Rev. G. F. Scovell, that the date of the annual parochial meeting should be changed from Easter Monday evening to the third week in January.

Some of the members of the synod felt that the change should not be made until

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HEWSON WOOLEN MILLS, Limited, Amherst, N. S.

the opinion of the parishes had been obtained. It was decided to refer the matter back to the parishes for their pronouncement and the changes will be voted upon at the annual meeting which will be held at Easter time.

Rev. A. W. Daniel made a motion to the effect that the franchise at parochial meetings should be extended to all women members of the parish who otherwise fulfill the requirements. The motion was seconded by Rev. G. F. Scovell and after being discussed the motion was allowed to stand as unfinished business, to be taken up at the next session of the synod.

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