

MODE LETTERS REGARDING ROUTE OF THE VALLEY ROAD

S. L. Peters Argues by Figures in Favor of Rothesay as Opposed to Plan of Crossing at Navy Island—O. A. Flewelling, of Oak Point, Expresses Different Opinion.

To the Editor of The Standard.

Sir:—I read with more than ordinary interest the letter of my friend, W. Ludlow Belyea, of Brown's Place, as published in The Standard of Feb. 1st.

He and I have very briefly discussed the routing of the railway on one or two occasions, in a friendly way, and I purpose it shall be done in the same friendly way in this letter.

I heartily thank him for this opportunity to correct his conclusions, and also to place before an interested public some facts which should be more generally known. Statements are made with reference to myself as to the interest I am taking in the St. John Valley Railway, and that I am using my influence in sanctioning the expenditure of millions of money for unnecessary bridges and tunnels, only to save two miles of distance. Regret is also expressed that in presenting his facts, that they will be so contradictory to mine.

I fully appreciate his sensitiveness, but really, no apology is necessary. I yield the right of using his best judgment to every man, and as this is an important public question, he is perfectly right to his opinions and to express them publicly or otherwise. Now what we want and must have, that the truth shall be established, though the heavens fall, I regard the construction of the St. John Valley Railway as one of the greatest public works that was ever undertaken by any New Brunswick government, that the interests of the people, and which will secure the greater development of one of the best sections of our province hitherto retarded for want of transportation facilities, and will put heart and courage in the residents of the St. John Valley to do their best. Had we had it 30 or 40 years ago, conditions would be entirely different now. In my judgment it is too big a thing to play with or cavil over. It is interested (as a private citizen) in such a work, and to voluntarily give the best I have within me to assist in securing the best conditions possible for its construction be a sin, then I plead guilty.

It should be remembered that the Valley Railway is being constructed under part two of the act of the legislature providing for the authorizing its construction and that there are two distinct requirements absolutely necessary. First, that the grades shall not exceed 4.0 of 1 per cent; second, that the line when constructed shall be operated by the Intercolonial Railway. The first condition insures possibility of competing in heavy traffic with any transcontinental line, and the second condition establishes universal confidence in its ability to meet all requirements.

We have been waiting many years for the coming of this railway and now that great activity is shown in construction work all along the line from Centerville to Oak Point, we are anxious to see the very best possible location for the railway from Gagetown to St. John.

Few, if any of us, just now are able to realize its far-reaching helpfulness, or the enormous developments in traffic conditions in the years to come. Its easy grades will enable us to work to be done with the most powerful locomotive power, over Intercolonial grades or those of the C. P. R., thus reducing the cost of transportation and thereby increasing the earning possibilities.

Besides the enormous traffic that the I. C. R. will develop we have every reason to believe that the Transcanadian and Canada Northern will be asking for running rights over the road, because of its easy grades and the shortest possible mileage in which they can reach the great winter port of Canada, where, after the completion of the Courtenay Bay public works, and those of the Canada Pacific Railway on the West Side, will be found in very truth, the Liverpool of North America.

In view of such conditions, where four trunk lines of railway will center in St. John, bringing our winter port the products of our great western heritage, which must find a market in European centres and in South Africa, who is it that advises a departure from the line of the survey via Gondola Point and Rothesay to St. John, after a full consideration of the question.

Mr. Belyea was good enough to say in his closing sentence that, "Before making up my mind, let us get the trade" and then work together for the route which is best for the province." I entirely concur in that statement, it is right, and worthy of the author, and will shake hands with him on a common platform. Permit me now to call Mr. Belyea's attention and that of the public as well, to facts which are beyond dispute, as to the mileage of the different routes that were surveyed and recorded in the official year book of the Province of New Brunswick for the year A. D. 1910, and noted on page 70, under surveys of the

Woodstock-St. John Division.

"From Fredericton to Evandale, 48 miles standard grade." "From Evandale via Gondola Point to St. John 23 miles, standard grade. Total distance, Fredericton to St. John, 71 miles.

Estimated cost, Fredericton to Evandale \$1,564,183 or \$32,600 per mile. From Evandale to St. John via Gondola Point, \$974,504, or \$42,370 per mile. Estimated cost of bridge at Mistake \$528,000.

Estimated cost of bridge at Gondola Point, \$1,217,825—equal to \$2,829,129. From Evandale via Perry's Point to St. John, 26 miles, making a total distance from Fredericton to St. John, 74 miles. Estimated cost \$1,959,893, or \$75,340 per mile.

From Evandale to Westfield, 19 1/2 miles, standard grade; Westfield to St. John via Fairville, 14 miles total distance 33 1/2. The difference in favor of the route via Gondola Point and Rothesay over the Westfield routes is 10 1/2 miles; and by way of Perry's Point and Rothesay, 7 1/2 miles.

If the route via Westfield and Duck Cove and Navy Island was adopted the mileage would be increased 5 miles, making the difference 15 1/2 miles. The finding by the Gagetown Board of Trade is therefore correct to the letter.

Now let us see how the Hampstead and Welsford proposed route will compare: From Fredericton to Hampstead, 42 miles, standard grade. From Hampstead to Welsford, 24 miles, Intercolonial grade. From Welsford to St. John, 24 1/3 miles, C. P. R. grades. Total distance Fredericton to St. John via Fairville, 90 1/3 miles. Increased distance over route via Rothesay, 19 1/3 miles.

Summary. Fredericton to St. John via Gondola Point, 71 miles. Fredericton to St. John via Perry's Point, 74 miles. Fredericton to St. John via Westfield and Fairville, 81 1/2 miles. Fredericton to St. John via Westfield, Duck Cove and Navy Island, 86 1/2 miles.

Federicton to St. John via Westfield and Fairville, 90 1/3 miles. Friend Belyea's measurements are quite a little astray, but perhaps they were not made as carefully as those of the railway engineers. He placed the difference at only 2 miles. It would appear to most people that a saving of 10 1/2-mileage in a total of 207 miles would be a good strong percentage for all time, and would count wonderfully in the final location of any line of railway of the character and importance of that of the St. John Valley Railway. In view of these conditions it is a very easy thing to discover what the increased distance via Westfield means to the entire population living in the St. John Valley or to the thousands of people who will use this railway going east or west because of its short and easy conditions to the seaboard and the unrivaled scenic beauty along our beautiful valley. Return tickets must cost the usual price of 5 cents per mile, and straight tickets 3 cents per mile.

The estimated cost as given in the official year book previously referred to is: From Woodstock to St. John via Gondola Point, \$6,915,277. From Woodstock to Westfield, \$4,865,387. Estimated cost (my own) Westfield to St. John via Fairville, 14 miles, \$45,000 per mile—\$630,000 or \$45,000 per mile.

The bridge at Navy Island and the increased mileage to reach it, say \$1,000,000. Estimated total cost this route, \$6,495,389.

In this estimate no amount is named for the cost of the right of way from South Bay via Duck Cove to reach the Navy Island bridge proposed by the St. John Board of Trade, but according to present values, the construction company or the government could hardly be expected to finance the scheme. The natural terminal for the Valley Railway is surely that of the Intercolonial when everything is in readiness without one cent expenditure by the local government.

Just a word with reference to the Gagetown Board of Trade and the statements made at its meeting. Mr. Belyea says in his letter: "We have already proved the 14 miles longer route by the west side is gross ignorance" and who, we understand, still do not apply to the people who compose the board's membership and who were present at the meeting and I now invite him to withdraw it. As a matter of fact there are few ignoramuses nowadays! Some people may be misinformed, but we are reading people nevertheless and in this case the board was entirely correct.

Another reference to which I may be permitted to refer to is: Surely Mr. Peters and the Gagetown Board of Trade are aware that when there is a bridge on a railway system there is an extra charge made for the bridge.

My answer is that we were not aware of that, nor do we know of any instance of the kind in New Brunswick except that of the cantilever bridge across the falls at St. John, which was constructed by a private company and who, we understand, still own it, and for the use of which the C. P. R. pay rental. There are quite a number of beautiful bridges on the Intercolonial, notably the one at Fredericton, two fine ones across the Miramichi river and one across the Restigouche river. I have never learned that an extra charge was made for crossing these bridges, they are part of the railway just as the bridges on the line of the Valley Railway will be.

There is simply nothing in the point Mr. Belyea has tried to make in shipping conditions between the East and West Side, even now and with Courtenay Bay developments finished, it would be difficult to foresee where the advantage would lie. Possibly with the

"IMPOSSIBLE TO HELP MY KIDNEYS" Until I Used "Fruit-a-Lives" World's Greatest Kidney Cure

Practically everybody in Toronto knows Professor J. F. Davis. For years, the elite of that city has taken lessons from Prof. Davis in the art of Dances and Department.

His constant activity gradually weakened his kidneys, which calamity threatened to make him an invalid. But read Prof. Davis, letter—663 Church St., Toronto, Ont., December 29th, 1911.

"I want to say that 'Fruit-a-Lives' is my only medicine, and has been for the past five years. Previous to that, I had been troubled with Rheumatism, Mr. Kidney Disease, and had taken many remedies without satisfactory results. Noticing the advertisements of 'Fruit-a-Lives' I adopted this treatment altogether, and as everyone knows, I am now—and have been since taking 'Fruit-a-Lives'—enjoying the best of health."

J. F. DAVIS, is making you miserable, take "Fruit-a-Lives" and get well. It costs a box, 6 for \$5.00, trial size, 25c. At all dealers or sent on receipt of price by Fruit-a-Lives Limited, Ottawa.

Furness Line running continuously to St. John, as I believe it does, and docking at the eastern side of the harbor, where I understood the West India steamers also dock and also the lines that dock at the terminals of the I. C. R. and I would not venture a description as to which side of the harbor might prove the most advantageous.

I have to apologize for trespassing on your valuable space to so great an extent. I have tried to give the facts as briefly as possible. My best thanks are tendered to Mr. Belyea for his letter which has given an opportunity to make clear many doubts as to what are the true facts in connection with the mileage and other conditions. I invite the closest scrutiny of the figures given and sincerely hope as Mr. Belyea suggests that we shall all pull together for the short route via Rothesay.

Believe me, Yours sincerely, S. L. PETERS. Queenstown, N. B., Feb. 3rd, 1913.

AN OPPOSITE VIEW. To the Editor of The Standard:

Sir,—Having noticed a number of letters of late in the St. John press in re the course suggested for the Valley railway, I would like to have space in your paper to give four strong and convincing reasons why the Valley railway should follow the west bank of the St. John river as originally intended to Westfield, and either go on in the C. P. R. rails or by a route of its own.

1st.—It is admitted by engineers who have made borings at The Mistake and Gorham's Bluff, that it is impracticable, and almost impossible, to get a foundation to build a bridge across the St. John river near Gorham's Bluff, on account of the nature of the river bed. Soft mud and springs of water were found one hundred and fifty feet below the bottom of the river.

2nd.—If such bridging were done it would involve too large a liability on the finances of the province, as it would cost more than a million of dollars to bridge the St. John river alone.

3rd.—The effect is amazing—your hair will be light, fluffy and wavy, and have an appearance of abundance; an incomparable lustre, softness and luxuriance; the beauty and shimmer of true hair health. Get a 25 cent bottle of Knowlton's Danderine from any drug store or toilet counter, and prove to yourself tonight—now—that your hair is as pretty and soft as any—that it has been neglected or injured by careless treatment. Just wash your hair with Danderine and carefully draw it through your hair, taking one small

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to say nothing of the cost of the bridge on the Kennebecasis river.

3rd.—The lumber industry, one of the chief assets of the province, would receive a severe blow by having to cut the large rafts, which are towed to the mills in St. John, in sections, in order to pass through such bridge and then have to be put together again, causing additional expense; also at The Mistake there is no natural harbor for the rafts to be put in, hence they are exposed to all the elements of the weather.

4th.—If St. John is to become the great city, which we are led to believe it will be, the Long Reach, from Westfield to Oak Point, affords one of the finest, if not the best, place on the North American continent for the suburbs of a large city and is pronounced so by all the tourists who have had the pleasure of a sail up this beautiful riverine, with a prospect of the city.

Now, Mr. Editor, I do not wish to take up too much space, but I could not help but laugh at the suggestions of my venerable friend, S. L. Peters, who has no doubt, returned to see his second vision the great chances for a bridge across the river at Hog Island. Oh, yes; and it is nearly two miles long with an unlimited quantity of mud in the bottom of the river.

Mr. Peters tells us it will effect a saving in distance, why should he be grieving since it comes past his door?

The Long Reach, the oldest settled portion of this province, with a prosperous and contented people, who have been patient and long-suffering, will I firmly believe, live to see the Valley Railway skirting the shores of Long Reach. What if it is ten miles longer, yea 20 miles if you will, the passenger traffic will more than pay the difference and as a short route to St. John than any other existing line. I do not think it is fair and right to discriminate against the east in favor of the west to the extent of a few additional miles.

Thanking you for your space. Yours truly, O. A. FLEWELLING, Oak Point.

January 21st, 1913. PROVINCIAL PERSONALS.

(Moncton Times, Feb. 5.) Jack Evans, of Cape Breton, is spending a few days at his home in this city.

D. MacOdrum left yesterday for Truro, where he will attend a meeting of the foreign mission committee, which is held here every week. Miss Nancy Ferguson, who has been visiting friends in Amherst for the past four months, has returned home.

Capt. and Mrs. Forbes, who have been in the city the guests of Mr. Hoar, Cornhill street.

Robert L. Lennox, who has been visiting his daughter, Mrs. Snow, of Sackville, has returned home.

Miss A. R. Peck, who has been spending the past week with her sister, Mrs. W. K. Gross, returned to her home in Howell Hill yesterday.

Miss Maude Melanson, of Montreal, is visiting her parents, Mr. and Mrs. H. P. Melanson, Lower Robinson street.

Justice Landry, of Dorchester, was in town yesterday.

(Fredericton Gleaner, Feb. 6.) E. R. Teed, of Woodstock, is at the Barker House.

L. C. Dalgie, dairy superintendent of Moncton, is at the Barker House.

W. W. Hubbard, superintendent of the Dominion experimental farm, has returned from a trip to Ottawa.

Ad. Cornish went to St. John this morning.

Mr. Gov. Wood is to arrive this evening from Sackville.

J. S. Connor, of Ottawa, is at the Barker House.

Bishop Richardson returned from St. John last evening.

Frederick W. VanWart, of the public works department, St. John, is in the city.

spending a few days with his parents, Mr. and Mrs. W. H. VanWart, Brunswick street.

Frank Donnelly, of St. John, is in the city today.

Miss Minnie Dayton, of St. Mary's, has returned from St. John, Carleton county, where she visited friends.

J. C. Henderson, of the post office inspector's office, St. John, is here today inaugurating work on a new free rural mail delivery route in York county. The new route will be known as No. 4, and extends from this city to Jesse Marthieu's residence, in Kewswick, there being thirty-six boxes in the distance of 9 miles.

(Fredericton Mail, Feb. 4.) R. L. Thurston of Bangor, Me., is in the city.

C. H. Ramsey of St. John is in the city.

J. W. Davidson of St. John is registered at the Queen.

W. P. Campbell of Moncton is in the city.

WEDDINGS.

Kennedy-Waters. A wedding with romance attached to it, was solemnized by Rev. Percy Coulthart in the General Public Hospital Tuesday evening, when the united in matrimony Miss Drusella Townsend, of Reading, Berks, Eng., and Robert A. Kennedy, of Liverpool, Eng. The wedding was performed at the bedside of the bride, who is lying ill in the hospital and is about to undergo an operation.

CURES RHEUMATISM. Quickly Eases Stiff, Sore, Swollen Joints and Muscles—Drives Rheumatic Pains Away.

It is needless to suffer any longer with rheumatism, and be all crippled up, and bent out of shape with its heart-wrenching pains, when you can easily avoid it.

Rheumatism comes from weak, inactive kidneys, that fail to filter from the blood, the poisonous waste matter and uric acid; and it is useless to rub on liniments or take ordinary remedies to relieve the pain. This only prolongs the misery and cannot possibly cure you.

The only way to cure rheumatism is to remove the cause. The new discovery, Croxone, does this because it neutralizes and dissolves the poisonous substances and uric acid that lodge in the joints and muscles, to scratch and irritate and cause rheumatism, and cleans out and strengthens the stopped-up, inactive kidneys, so they can filter the poison from the blood and drive it out on out of the system.

Croxone is the most wonderful medicine made for curing chronic rheumatism, kidney troubles, and bladder disorders. You will find it different from all other remedies. It matters not how old you are, or how long you have suffered. It is practically impossible to take it into the human system without results. You will find relief from the first few doses, and you will be surprised how quickly all your misery and suffering will end.

An original package of Croxone costs but a trifle at any first class drug store. All druggists are authorized to sell it on a positive money-back guarantee. Three doses a day for a few days is often all that is ever needed to cure the worst backache or overcome urinary disorders.

MRS. SCOTT'S SUFFERING OVER.

Doctors Advised An Operation. How She Escaped Told By Herself.

Buckner, Mo.—"For more than a year I suffered agonies from female troubles and the doctors at last decided there was no help for me unless I went to the hospital for an operation. I was awfully against that operation, and as a last resort wrote to you for special advice and I told you just what I suffered with bearing down pains, backache, shooting pains in my left side, and at times I could not touch my foot to the floor without screaming. I was short of breath, had another spells, felt dull and draggy all the time. I could not do any work, and oh how I dreaded to have an operation."

"I received a letter full of kind advice, which I followed, and if I had only written her a year ago I would have been saved so much suffering, for today I am a well woman. I am now keeping house again and do every bit of my own work. Every one in this part of the country knows it was Lydia E. Pinkham's Vegetable Compound that has restored me to health, and everywhere I go I recommend it to suffering women."—Mrs. LIZZIE SCOTT, Buckner, Mo.

If you want special advice write to Lydia E. Pinkham Medicine Co. (confidential) Lynn, Mass. Your letter will be opened, read and answered by a woman and held in strict confidence.

At Dealers Everywhere.

THE IMPERIAL OIL COMPANY, Limited

ST. JOHN HALIFAX WINNIPEG TORONTO MONTREAL

ROSES FLOUR

It is in a class by itself!

It surpasses all others in quality and flavour because the process by which it is made differs from others. It is deliciously sweet and non-irritating.

SOLD EVERYWHERE: 10c A PLUG

ROCK CITY TOBACCO Co., Manufacturers, QUEBEC

LAXATIVE FOR OLD PEOPLE—"CASCARETS"

What Glasses Are to Weak Eyes—Cascarets Are to Weak Bowels.

Most old people must give to the bowels some regular help, else they suffer from constipation. The condition is perfectly natural. It is just as natural as it is for old people to walk slowly. For age is never so active as youth. The muscles are less elastic. And the bowels are muscles. The bowels must be kept active. This is important at all ages, but never so much as at fifty.

Age is not a time for harsh physics. Youth may occasionally whip the bowels into activity. But a lash can't be used every day. What the bowels of the old need is a gentle and natural tonic. One that can be constantly used without harm. The only such tonic is Cascarets, and they cost only 10 cents per box at any drug store. They work while you sleep.

Table Silver. Grace, beauty and quality are all combined in silver articles marked 1847 ROGERS BROS.

This brand, known as "Silver Plated Ware" is made in the heaviest grade of plate. There are many designs from which to choose. Sold by Leading Dealers.

GUNNS. For quality in Bacon, Cooked Hams, Smoked and Salted Meats, Pure Lard and Compound. Cooking Oil and Salad Dressing. Western Beef only handled. All government inspected.

Phone, wire or mail your order. GUNNS LIMITED. 467 Main St. Phone Main 1670.

FROZEN HERRING. Frozen Herring, Fresh Codfish, Haddock, Boaters, Kipper Herring and Finnan Haddies.

JAMES PATTERSON, 19 and 20 South Market Wharf, St. John, N. B.

Women vote for GOLD DUST

If you are trying to keep house without Gold Dust, you are not taking advantage of modern methods. Get some system into your work, but let Gold Dust do all the hard part of the task. All you need to do is to direct it.

There are millions of women in Canada today who wouldn't give up the use of Gold Dust for anything. Are these women all wrong?

If you want to get right, buy a package of Gold Dust today and join the millions of happy housewives who.

"Let the GOLD DUST TWINS do their work"

THE N. K. FAIRBANK COMPANY LIMITED, Montreal, Canada

If You Value Your Eyesight

You will equip your reading table with a Rayo Lamp