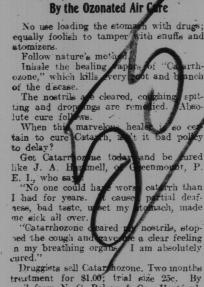
POOR DOCUMENT

THE SEMI-WEEKLY TELEGRAPH, ST. JOHN, N. B., SATURDAY, MARCH 17, 1906

OPPOSITION IN A QUANDARY **OVER CENTRAL RAILWAY**



anch ccived to lease it will give us only three per tent on the sum expended. If the offer had been four or even that accept all I might have been willing to accept all I might have been willing to accept the railr had been four or even three and a it. I look at the probability of the rail-way being taken over by the Grand Trunk Pacific, and whether that railway comes down the valley of the St. John or crosses red the province it will certainly go to Chip-P. Man. Not long since two important offi-cials of the Grand Trunk Railway went tarh than over this road and reported favorably on it as a branch to St. John. It seems to me that this offer may be a pure speculation and that the men who make it nostrils, stop-ea clear feeling logey of the cost of maintenance that am absolutely will amount to very little for the next twenty years, when the present repairs zone. Two months are finished. The Grand Southern Railtreatment for \$1.00; trial size 25c. By way has been mentioned but I think that pail from N. C. Polson & Co., Hartford, if Russell Sage had an offer from the

Grand Trunk for that road he would be



ton. When connection is made with Fred-ericton the distance from Minto will be only thirty miles or if the connection is

one cent per ton per mile is a paying rate for coal for short hauls and a very much smaller sum for long hauls. Coal therefore could be carried from Minto to Frederics on for thirty cents a ton by the direct route or for sixty cents via Boieston i. When this occurs we will have the c. P. R. taking the whole of the coal they require for the entire castern division. require for the entire eastern division. any other This amounts to 70,000 tons a year. Such Mis. J. V a coal traffic as this will create an enormous industrial development in this sec-

Then there is the G. T. P., which is just as sure to be built through this province as the sun is to rise tomorrow. The latest survey shows that this railway will DY-O-JA. go through Chipman and that will mean ONE package instead of THREE. Price.

to make connection with St. John except I do not care for whom Greenshields & by way of Chipman and when they get there they will not seek to parallel this road, but will take it over and pay for it what it is reasonably worth.

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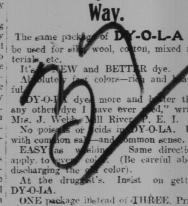
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that the road would be efficiently operated and kept in a perfect state of repair. Wouldn't Accept the Offer. draw its fuel supply east of Montread from these mines. They will take at least 100,000 tons of this coal every year. Further than that the G. T. P. is not seeking the coal every year. RAILWAY AND MAKE IT PAY

These statements in respect to capital expenditure on the I. C. R. had been made so frequently that he took the lib-erty of reading a letter from Sir Thomas Shaughnessy dealing with similar expen-ditures on the C. P. R. This letter was addressed to Mr. Schrieber, the late deputy minister of railways, and was dated at Montreal, September, 1905. Mr. Shaughnessy writes that when rails are uti-taken out of the track and replaced by heavy rails the difference in the weight of the rails is charged to capital. Any portion of the cost of labor or other ex-pense in making the change is charged to capital.

Mr. Barker—That is what I contend

you should do.

Mr. Emmerson-That is exactly what olor).

Insist on getting we are doing. Proceeding to read Mr. Shaughnessy's letter, Mr. Emmerson said

