

The Carleton Sentinel

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WOODSTOCK, N. B., FRIDAY, OCTOBER 15, 1909.

WHOLE No. 3242

Xmas

Is only 10 weeks away, so now is the time to get your presents before the choicest articles are picked out.

We are getting in our Fall Goods every day and are showing some beautiful lines of goods, viz.: Watches, Clocks, Rings, Locketts, Chains, Bracelets, Brooches, Necklets, Manicure Articles, Fobs, Silverware and Cut Glass.

Our prices have always been right and we mean to keep them right.

We are giving you this word so that you will get the best results.

Marriage Licenses and
Wedding Rings.
JEWELER
H. V. Balling
30 MAIN ST.
WOODSTOCK, N.B.
— OPTICIAN —
KODAKS
and
SUPPLIES.

LACE CURTAINS

We wash Lace Curtains in soft water and wit pure soap, which preserves the life of your curtains. You receive them thoroughly clean and white as snow.

WE KNOW HOW!

Woodstock Electric Laundry
Telephone No. 8-11

New Meat Market.

I have just opened a New Meat Market in the shop lately occupied by Mr. Lilley, immediately below the town hall on Main Street. Fresh Garden Produce, New Potatoes. Eggs always on hand. Remember the place.

J. CORKERY,
The Up-Town Meat Market.

Men's Custom Tailoring!

Business is coming our way every day in the Tailoring Branch. The work of the past is bringing results. Our work is of the highest standard, with better work this year than ever before.

We're never so busy that we can't show you every attention and make the garment to your particular ideas.

Our stock of Fall Cloths is all here and it is certainly a splendid range. Come in and see for yourself.

Men's Business Suits to measure,	\$16.00 to \$30.00
Men's Evening Dress Suits	22.00 to 35.00
Men's Frock Suits	22.00 to 35.00
Men's Top Coats	14.00 to 33.00
Men's Trousers	5.00 to 9.50

R. B. JONES Co., Ltd.
Manchester House.

HOW MR. HAZEN DELAYS THE VALLEY RAILWAY

Has Failed to Give Dominion Government Necessary Information

Hon. Wm. Pugsley's Last Letter, Reaffirming His Earlier Position, Shows That It Is Mr. Hazen's Move—No Real Proposal Yet From Local Government—Asked to Lease a Road About Which Nothing is Known.

It is Premier Hazen's move in the matter of the St. John Valley Railway.

The latest correspondence in the matter, between Mr. Hazen, Mayor Chestnut, of Fredericton, and Hon. Mr. Wm. Pugsley published below, makes clear the following points:

1.—The local government has not yet made any real and binding proposal to the Dominion government.

2.—Before further steps can be taken it is necessary for the Hazen government either in the Legislature or by order-in-council, to provide for a bond issue and specify the character of the proposed road, so that the Dominion government will know what sort of line it is asked to lease and pay 40 per cent of the gross receipts for rental.

3.—This has been made clear, repeatedly, by Mr. Carvell's telegram in two letters from Hon. Wm. Pugsley, yet the local government takes no action.

Failure of the local government to take the necessary action has resulted in much unnecessary loss of time, though the prospects for some sort of favorable arrangements were good had Premier Hazen and his colleagues kept their promises, introduced the requisite legislation, and made a clearly defined and business-like proposal to the Dominion government. Up to date that has not been done.

As the last letters of Hon. Mr. Hazen and Dr. Pugsley refer to Dr. Pugsley's letter of June this last communication is reprinted here with the others in order that the tenor of the whole correspondence may be clear to the reader.

HON. MR. PUGSLEY'S FIRST LETTER.

Ottawa, June 19, 1909.

Re St. John Valley Railway.

Dear Mr. Winslow,—I am in receipt of your favor of the 15th inst., enclosing copy of letter from Mr. Hazen to the Mayor of Fredericton, dated 9th inst.

You ask if it is possible for me to inform you if the government of Canada "is willing to accept the proposition made by Mr. Hazen, as premier of the province, to the effect that the New Brunswick government would guarantee the bonds of the road if the government of Canada would undertake, on its construction, to operate it as part of the government railway of Canada and to pay the province 40 per cent of the gross earnings."

So far as I can understand the matter, no definite proposition has yet been made by the provincial government, and I think it is a matter for regret that the suggestion contained in the telegram of Mr. Carvell, M. P., quoted in Mr. Hazen's letter, was not acted upon. In that telegram Mr. Carvell stated that "before the Dominion government can give a positive answer, they require information as to details of proposition, they suggest the local government pass legislation authorizing guarantee subject to conditions that Dominion government make satisfactory agreement to operate."

If the requisite legislation had been passed, the provincial government would now have been in a position to submit a definite proposition to the federal government, which, from the reception given to the delegates by the Prime Minister, would, I think you will readily believe, have received most sympathetic consideration, by omitting to do this a year's time has been lost.

However, that was not done, and the important question now to consider is how best to facilitate the early commencement of this most important undertaking. As to the holding of a conference with the Dominion government at present, I would point out to you that the finance minister is in England, and several of the other ministers are also absent, so that there will be no opportunity of having a full meeting of the government for some time. The suggestion contained in Mr. Carvell's telegram not having been acted upon, the matter has not been further considered by the federal cabinet.

Being sincerely desirous of assisting the construction of the railway by every means in my power, I venture to make a personal suggestion for the consideration of your company and that of the provincial government. It is this that the government make a definite proposition engaging to obtain legislation authorizing the guaranteeing of bonds for such amount as will be necessary to ensure the construction and equipment of the railway from Grand Falls to St. John, on condition that the Dominion government shall agree to operate it as a part of the

railway system, on a long lease and to pay the province 40 per cent of the gross earnings.

The proposition of course, should contain a description of the character of the road to be built. For instance, as to the grade, which should not exceed four-tenths of one per cent; as to the bridges, which should be of steel; the culverts of masonry; the rails to be at least 80 pounds per yard, and generally, as to the road being up to the standard of a first class trunk line.

You will readily understand that the quickest and best way to arrive at a satisfactory solution of the question is for the Provincial government to make a definite proposition along these lines. Then the responsibility will be upon the federal government of either accepting or rejecting it, or, if it is thought advisable, suggesting modifications in the proposal.

Again assuring you of my earnest desire to co-operate in every way possible to secure the construction of the long-talked-of "St. John Railway," I am, Yours very truly,

(Sgd.) WILLIAM PUGSLEY.

J. J. Winslow, Esq., Fredericton, N. B.

MAYOR CHESTNUT TO MR. HAZEN.

Fredericton, N. B. June 23, '09.

Hon. J. D. Hazen, Premier, etc., St. John, N. B.

Dear Sir,—I am enclosing herewith, for your consideration, a copy of a letter received from Hon. William Pugsley with reference to proposal contained in yours of the 9th inst., re St. John Valley Railway proposition.

On behalf of the company I would say that, at your earliest convenience, we shall be pleased to hear your views in connection with the suggestions made by the minister of public works.

Yours truly,

(Sgd.) C. FRED CHESTNUT.

MR. HAZEN'S REPLY.

St. John, N. B. July 8, 1909.

C. Fred Chestnut, Esq., Fredericton, N. B.

Dear Sir,—I have yours of the 23rd ult., enclosing a copy of Hon. Wm. Pugsley's letter of the 19th, addressed to J. J. Winslow, Esquire.

After careful consideration of Mr. Pugsley's statement, and suggestions, I am still unable to understand why you have not received from the federal administration the early answer which was promised you by Sir Wilfrid Laurier, when he met your delegation on the 16th of April. At that meeting the Prime Minister, in the presence of the Minister of Public Works, and the Minister of Railways, stated that the proposition you submitted from the New Brunswick government was a definite proposition, and would receive careful consideration, and an early answer. I expected that you would long before this have received a reply, and communicated it to me so that we might have proceeded at once with the necessary arrangements to go on with the work if the answer were favorable, or that the Provincial government might take up other negotiations if the offer were accepted.

In view of Sir Wilfrid's statements to the delegation you and your colleagues would hardly be prepared for the suggestions since made by Mr. Carvell and subsequently by Mr. Pugsley that the proposition submitted by you from me was not sufficiently definite or not authoritative since neither Sir Wilfrid nor Mr. Pugsley nor Mr. Carvell, nor any member of your party saw the necessity for more detail. But, while I still think my proposition contained all that was necessary for a general agreement, our government is, and always has been, prepared to answer any further questions which the federal government may ask, and to make the proposition in writing in such form as to leave no room for doubt as to our position. For this purpose, as I told you before, three of our number have been appointed a sub-committee to give Sir Wilfrid Laurier's government any further information that may be required. Though Mr. Pugsley mentions the absence of Mr. Fielding and other ministers as an impediment to such communication, I think it will be possible, with the Premier, the Minister of Railways, Mr. Pugsley himself and six or seven other ministers present, for the federal government to discover any further details that need to be taken up at this stage.

Mr. Pugsley specifies certain standards which he proposes for the railway in case the federal government would operate the road. Should the Department of Railways decide to take over the railway and make a part of the Intercolonial, the engineers of that department will naturally make stipulations in this regard, and our government will be equally anxious to have the road built to a standard at least equal to that of the Intercolonial. Therefore, there should be no difficulty on that score.

I have therefore only to repeat that our government is still ready to recommend a guarantee of \$25,000 per mile on the conditions stated to your delegation that we are prepared to give any assurances usually made in such cases, and we are prepared to accept from Sir Wilfrid Laurier's administration the same form of undertaking that we ourselves offer.

Let me again ask you to remind the Dominion government of our readiness to give any information required, whenever it is asked, and of our anxious desire to have an early answer to our proposition. I am,

Yours very truly,

(Sgd.) C. FRED CHESTNUT.

Office of the Minister of Public Works, Ottawa.

Dear Sir: I am enclosing herewith a copy of a letter addressed to me as President of the Saint John Valley Railway Company, by Hon. Mr. Hazen.

At a meeting of the directors of the company, held this afternoon, this letter, and yours of the 19th ultimo, were carefully considered.

The conclusion arrived at was that all that now remains to insure the construction of the proposed road down the valley of the St. John are simply matters of detail which should be easily arranged if a meeting of the interested parties could be brought about.

I have, therefore, been requested by our board to respectfully enquire if you would undertake to have representatives of the federal government meet representatives of the New Brunswick government, and representatives of the St. John Valley Railway Company at the earliest possible date, to discuss such details.

Yours very truly,

(Signed) C. FRED CHESTNUT.

Office of the Minister of Public Works, of Canada, Ottawa, July, 13th, 1909.

Dear Sir: In the absence of Hon. Dr. Pugsley in the West, I beg to acknowledge receipt of your favor of the 9th instant, enclosing copy of letter addressed to you by Hon. Mr. Hazen, re St. John Valley Railway, which have been forwarded to the minister at Vancouver.

Yours truly,

(Signed) L. NICOLSON.

Acting Private Secretary.

C. Fred Chestnut, Esq., Fredericton, N. B.

Office of the Minister of Public Works of Canada.

Seattle, U. S. A., July 23rd, 1909.

Dear Sir: I beg to acknowledge receipt of your valued favor of the 9th instant, re St. John Valley Railway, which was forwarded to me at Vancouver, and which I shall have pleasure in replying to upon my return to Ottawa.

I am, Yours sincerely,

(Signed) WILLIAM PUGSLEY.

C. Fred Chestnut, Esq., Mayor, Fredericton, N. B.

HON. MR. PUGSLEY'S LAST LETTER.

Office of the Minister of Public Works of Canada.

St. John, N. B., Sept 1st, 1909.

C. Fred Chestnut, Esq., Fredericton, N. B.

Dear Sir: I am in receipt of your favor of the 9th July, enclosing copy of letter from Hon. J. D. Hazen, in regard to the St. John Valley Railway.

After the perusal of Mr. Hazen's letter, I am still of the opinion that he has left the subject in too indefinite a form to make it of any advantage to have a conference with the federal government.

I observe that Mr. Hazen states that he is unable to understand why you have not received from the federal administration the early answer which was promised you by Sir Wilfrid Laurier when he met your delegation on the 16th of April. The an-

Wm B Hearst Nominated as Mayor of New York.

William Randolph Hearst who was once defeated for Mayor by George B. McClellan and later defeated for governor of New York State was nominated for the mayoralty last Wednesday night at a mass meeting held in Cooper Union. Mr. Hearst although to all appearances defeated by McClellan, on a recount of votes it was found that he had been elected. He would not accept the position. Mr. Hearst, no matter whether the newspapers say he runs "Yellow papers," has done more for the laboring class directly than any other one man in the United States. When the great coal strike was on in 1903 Mr. Hearst spent hundreds of thousands of dollars of his own private income to ameliorate the condition of the poor and unemployed, because the factories had to close down for want of coal to make steam, causing the wholesale shutting out of a chance for the workmen to earn their living.

In the matter of the great meat combination a year previous he, by the vast influence of his many great newspapers fought the meat trusts to a standstill and made it possible for the small dealers to carry on their business, having made it impossible for the meat trust to do business in the states of New York, Illinois and California. He was elected as Representative from New York, and through his labors several new states were admitted to the union.

He is a man of the people and there is no doubt that if he accepts the nomination he will be sure of election.

Scrambled Trains of the C P R

Some passengers who were waiting at McAdam for the train to this town.

"What kind of a train is this?" asked one of them of the busy train crier.

"Oh, freight and passenger together."

"Mixed, eh?"

"Worse than that," said the busy train crier. Its what you might call a scrambled train.

Whiskey Or Beer?

"Say," a boy yelled in to the proprietor of a store in a Scott Act town. "the express agent says for you to send down for that package of Daily papers right away, 'cause they're leaking."

wer to this is very plain, the reply of the Government having been contained in the telegram of Mr. Carvell, M. P., who stated distinctly that before giving a definite answer the government required details in regard to the proposition, and Mr. Carvell also stated that the provincial government should obtain the necessary legislation to enable it to act. I was present at the interview with the Prime Minister, and I do not recall that he made the statement that the proposition which your delegation submitted was a definite one. Even if he did so, as to which I have no recollection, it was made clear by the telegram of Mr. Carvell that details of the proposition were required.

Mr. Carvell's telegram was written, as upon its face it professed to be, after consultation with representatives of the government, consisting of the Prime Minister, the Minister of Railways and myself.

A moment's consideration, will, I think, satisfy you that Mr. Hazen's statement that his proposition, which was entirely verbal, contained all that was necessary for a general agreement, is not tenable; because it, as submitted to the Government contained no statement of the character of the road which was to be built nor as to its equipment; but simply proposed that the provincial government should guarantee bonds of a company to the extent of \$25,000 per mile, provided the federal government would agree to operate the line and pay to the province 40 per cent of its gross earnings, thus leaving the character of the road and also the matter of equipment entirely an open question.

In my previous letter, which was written after very careful consideration and after consultation with the Prime Minister and the Minister of Railways, I endeavored to put in concrete form the provisions which I thought would be necessary in order to warrant the federal government in asking parliament for authority to operate the road and to pay over to the province the large percentage of 40 per cent of the gross earnings.

If the provincial government is prepared to submit a proposition along these lines I shall be glad to arrange for a conference at as early a date as possible for the purpose of discussing the matter; but, unless the provincial government is prepared to do this and insists on leaving the matter in so vague and indefinite a form as in which it now stands, I do not see what good purpose would be gained by a conference.

I am, dear sir,

Yours sincerely,

(Signed) WILLIAM PUGSLEY.

The Mercer Fortune.

James A. Mercer, of 2 Beechwood Place, Cork, Ireland, writes to The Telegraph in connection with the Mercer fortune, asking for information regarding relatives in Woodstock, Mr. Mercer, in his letter says:

"I was born in Woodstock in July, 1855. My parents resided there for some years and then returned to Ireland with two sons. I am the oldest." He gives the names of a McAfee family in Woodstock as his cousins and desires that they, if located, should write him particulars of the Mercer fortune to assist him in establishing a claim to it. He says that one of his cousins, a Miss Maggie McAfee was married in 1892 to a J. B. Woolverton, but the writer of the letter is at present unable to locate any of them.

On information in regards to the above communication, we find that Mrs. J. B. Woolverton, mentioned above now resides in Northampton, about two miles below Woodstock, also that Jas. Mercer, Wm. Mercer, Mrs. John McLauchlan, Alfred and Albert Fields and the children of the late John McAfee all of Woodstock, are direct heirs of the Mercer fortune.

Good Corner.

Potato digging has drawn to a close, the old farmer looks tired and worried, and the hired girl looks like something the cat would mow over but couldn't eat.

Miss Ressa Good, operator on the Presque Isle Exchange N. E. Telephone, is spending her vacation home.

John Oliver and wife spent last Sunday with friends here.

Born, Oct 5th, to Mrs. V. F. McLeary, a son.

The best record for potato picking so far as known comes to us from Aroostook County Me. The young man belongs to N. B. where all good men come from, and his remarkable record is 518 barrels per week. In addition to this he flirts with the school ma'am one night and a trained nurse the next. Who said the generations are growing weaker and wiser?

J. A. Good, raised 1235 barrels of potatoes this year on 13 acres, no freight back here for a railway, oh no.

Glenn Good who fractured his arm by a fall some time ago is improving nicely. Dr. Peppers of Centerville is the attending physician.

A certain school ma'am is said to have a severe attack of chickenpox; but as the children have already had the disease, she still continues her teaching, her neck is larger than her waist and the kids take turns scratching her back.

The Sentinel will please excuse the mud stains on our copy this week, it is what we have been clawing through for two weeks, it's a genuine article manufactured and compounded by Hoover Prout & Co and contains about 100 per cent stick-to-it-iveness.

Benton.

Several cases of diphtheria have broken out in this section, attended by Dr. Turner. Two places are now quarantined and on advice of the Dr. schools, churches etc are closed. It is regrettable that our people are not viewing the matter seriously enough. The people whom the Dr. is trying to safeguard are not doing their part. With a few exceptions, all are mingling as before at Post Office, stores, etc. The children, who could at school mingle only with their playmates, are now turned out to play in streets in groups, and have become active agents in carrying the disease to every section.

Several Sunday excursions up Eel River in boats went on Wednesday.

A Few Auto Accidents.

"Stop the machine," yelled a farmer to an automobilist. The machine stopped, and the autoist said, "is your horse frightened?"

"No," said the farmer, "but my wife is so stop that gal-danged machine."

"Well, you hold your wife tight and we'll go by easy. This really happened."

"Oh, there's an auto coming," screamed one of the fair sex to the other as both were driving along the country road. We will be killed, so they both jumped out and climbed a five bar fence into a field.

Along came the auto and the chauffeur took half the road and went by very carefully after one of the men got out to hold the horse.

As the motor car slid by the horse looked with reproach at the two frightened young ladies. This also happened.

Two ladies were driving along the country road when an auto, one of those "devil carts," came bowling along at a 10 mile clip. The ladies seeing the monster behind them laid the whip on hard and fast and galloped down the road. Coming to where the fence had been lowered to two rails, the young ladies turned the horses head into the fence, over went the horse, over went part of the wagon and over went the girls. The horse was much surprised that it should have been treated so, and as it quietly lunched on the new grass, looked with wonder at the young ladies. The auto went by very noiselessly. This happened.