

The Carleton Sentinel.

VOL. 61. No. 48

WOODSTOCK, N. B., FRIDAY, NOVEMBER 26, 1909.

WHOLE No. 3248

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And Canadians
Must Have
Xmas Presents.

We have the best stock of Diamonds, Solid Gold and Gold Filled Jewelry, ever shown in the County.—We have been here since 1879 and know the kind of goods you want. We have an excellent assortment of Bracelets, Rings, Brooches, Tie Pins, Shaving Sets, Fobs, Chains, Watches, Clocks, Silverware, Cut Glass, and every one can be satisfied if you will come early and take plenty of time to choose what you want.

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East Florenceville, N. B.

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The days are growing colder and you'll need an Overcoat or a warmer Suit.

Come here and let us fit you out properly from our large stock of up-to-date Clothing.

Overcoats in Black and Navy Melton and Beaver Cloth \$9.00 to \$17.00.
Overcoats in Fancy Patterns \$6.00 to \$17.00.
SUITS—Black, Blue, Serge and Cheviots, Single and Double Breasted, \$10.00 to \$18.00.
Suits—Fancy Tweed and Worsted, Single and Double Breasted, \$7.00 to \$19.00.
Extra Pants in Stripe and Plain Goods, \$1.50 per pair up.
Hewson and Oxford Pants \$1.50 to \$2.50 per pair.

Come in and see for yourself.

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

The St. John Valley Railroad

Facts Concerning the Controversy Between
Local and Federal Governments.

Mr. O. S. Crockett (York, New Brunswick). Mr. Speaker, before the House adjourns, I would ask the Prime Minister (Sir Wilfrid Laurier) if the government have yet considered the proposal which was made to a sub-committee of the cabinet consisting of himself, the Minister of Railways (Hon. G. P. Graham), and the Minister of Public Works (Hon. Wm. Pugsley), in April last by a delegation from New Brunswick for the construction of a railroad from Grand Falls to the city of St. John by the valley of the St. John river, and if so, what decision has been arrived at? The right hon. gentleman (Sir Wilfrid Laurier) will remember that there was a very large delegation and that they represented to the sub-committee of the cabinet that they had the assurance of the government of New Brunswick that the Governor in Council of that province would undertake to guarantee bonds of any company undertaking the construction of that railway to the extent of \$25,000 a mile provided this government would agree to take over the line on completion and operate it as part of the Intercolonial system on the basis of a rental of forty per cent of the gross revenue. The delegation asked for an early reply in order that the necessary legislation might be put through the New Brunswick legislature at the last session, which was then expected in the course of a few days. I remember the Prime Minister stating that he considered the proposal a very definite one and intimating that a reply would be given in a very short time. Notwithstanding that assurance, I understand that there has since been no official communication to the government of New Brunswick, or to any other authority, in reference to the action of the government, and I would like to know now if the matter has been considered, and if so, what decision has been arrived at.

Hon. Wm. Pugsley (Minister of Public Works). Mr. Speaker, the Prime Minister has desired that, as this is a matter affecting more particularly the province of New Brunswick, and as I am very familiar with what has taken place, I should reply to the request of my hon. friend (Mr. Crockett) for information. I may say to him that no proposal was made to this government by the government of New Brunswick, but a proposal was made on behalf of a company which, we were informed, was incorporated by the legislature of New Brunswick. The members of the company were present, and I think also some officials of the province, particularly the Provincial Secretary, the Hon. Mr. Flemming. It was stated at that time that the company had the assurance of the provincial government that they would ask from the legislature of the province authority to guarantee the bonds of the railway company to the extent of \$25,000 a mile, provided the Dominion government would agree that the Intercolonial Railway should operate the line as a part of the government railway system and would pay over to the province forty per cent of the gross earnings. The government took the matter into consideration and a short time afterwards the government were informed that the hon. member for Carleton, New Brunswick (Mr. Carvell) had received a telegram from the company stating that they were desirous of having a reply to the proposals which had been submitted. The member for Carleton (Mr. Carvell) interviewed the Prime Minister, the Minister of Railways, and myself, and possibly other members of the government, and as a result of that interview he wired, as he was authorized to wire, to the company, that before giving—I am now stating the effect to the telegram, I do not profess to give the exact words.

Mr. Carvell. I have the telegram here. Mr. Pugsley. This is the telegram which the hon. member for Carleton sent to the secretary of the company.

Ottawa, April 28, '09.
J. J. Winslow, Fredericton, N. B.

Before the Dominion government can give positive answer they require information as to details of proposition. They suggest that the local government pass legislation authorizing guarantee subject to conditions that the Dominion government make satisfactory agreement to operate.

F. B. CARVELL.

Mr. Crockett. By whom was the member for Carleton authorized to convey that information?

Mr. Pugsley. I have stated that that was sent after consultation by the member for Carleton with the Prime Minister, the Minister of Railways, and myself, and the member for Carleton was authorized to send that telegram in answer to a telegram from the secretary of the company, addressed not to the government but to the member for Carleton.

Mr. Carvell. I have the telegram sent to me.

Mr. Pugsley. This is the telegram dated

April 27, 1909; from the secretary of the company to the member for Carleton: Fredericton, N. B., April 27, 1909. F. B. Carvell, M. P., Ottawa.

We are credibly informed that local government will not introduce legislation guaranteeing bonds Valley railway unless prior assurance is received that Dominion government will operate road on completion. Would it be possible for you to obtain this assurance and wire us at once, as House rises Thursday or Friday.

J. J. F. WINSLOW, Secretary.

The member for Carleton upon receiving that telegram saw the prime minister, the Minister of Railways, and myself, and he was authorized to send to Mr. Winslow the telegram of April the 28th, which I have read to the House. I may say that subsequently I received communications from the mayor of Fredericton, who is the president of the company, and I submitted the correspondence to the prime minister and also to the Minister of Railways, and as a result of the interviews I had with my colleagues I made it very plain and clear to the company that before this government could give a definite answer it would be necessary that a definite proposition should be submitted on behalf either of the company or of the provincial government. I called the attention of the company to the fact that an offer to merely construct a road without specifying what was to be the standard of construction, what the grades, what the weight of rails, what the kind of bridges and culverts, what the equipment of the road, and without specifying these to ask this government to agree that the road should be operated upon the basis of paying over to the provincial government 40 per cent of the gross earnings, was too indefinite a proposition for this government to consider.

Mr. Crockett. Would the minister allow me a question right there? Does the minister remember the prime minister, the minister of railways, or himself, making any intimation to the delegation that such details as these would be required before this government would consider the proposal? Not a question indicating any such suggestion was asked by one of them.

Mr. Pugsley. I have not stated it was asked at the conference referred to, but I have stated that it was asked in a telegram which the member for Carleton sent, and I have also stated that it was asked distinctly and clearly in the letters which I wrote to the secretary and president of the company. These letters I wrote not only upon my responsibility as the minister representing the province, but also after a conference and also a full understanding with the prime minister and the Minister of Railways. I may say, Mr. Speaker, that no legislation was introduced into the New Brunswick legislature by the provincial government, and no proposition has yet been made by the provincial government in response to the suggestions made by the member for Carleton and which were afterwards made by myself in the letters to which I have referred.

Mr. Crockett. I would like to ask the minister if the government took the proposition that they would not consider the proposal until it was put in the form of a statute.

Mr. Pugsley. Not at all. I hope I made myself clear to the hon. gentleman. What I stated was that before this government would consider the proposal as to whether or not the Intercolonial would operate this railway upon the basis of paying over to the province 40 per cent of the gross earnings, they must know the character of the road which it was proposed to build, what would be the grades, what the description of bridges, what the weight of the rails, and what the equipment, in order that they might determine intelligently whether or not the road could be operated upon the percentage basis proposed.

Mr. Crockett. One other question: Has not the government of New Brunswick asked for a conference with a sub-committee of the Council to discuss these matters to which the minister has referred?

Mr. Pugsley. I may say that the government of New Brunswick has not directly asked for a conference, but the railway company has written to me asking that I would arrange for a conference. I have written back to the president of the company to say that I was authorized by my colleagues to state that when a definite proposition along the lines which I have indicated was submitted to the government, I would be most happy to arrange the earliest date possible for a conference, but that until a definite proposition was submitted, I was unable to see what would be the advantage of a conference.

Motion agreed to, and House adjourned at 4:55 p. m.

Subscribe for the "Sentinel"

CUBA

Report of Trade Commissioner

F. S. KIRKPATRICK

HAVANA, CUBA, Nov. 12th, 1909.

IMPORTANCE OF POTATO CROP TO CANADIAN FARMERS.

Throughout Eastern Canada, and more particularly, the Maritime Provinces, no product of the soil offers better returns to the farmer, under favourable conditions, than does that of potatoes, and if a reliable market for this crop were but assured at a fair price it would mean a big revenue to the producers. The home market, undoubtedly at the present time is absorbing increasing quantities of this product yet it must of necessity be too limited to warrant a much larger increase in potato cultivation for many years.

THE DECLINE OF POTATO EXPORTS FROM CANADA.

In the year 1908 the total exports of Canadian potatoes to all countries amounted to but \$517,576, while in the year 1904 the exports of potatoes to the U. S. alone amounted to \$749,881, and in 1908 it had fallen to \$18,480. In 1904 Canada exported potatoes to the value of \$1,179,481, which shows a decrease between 1904 and 1908 of \$661,905. In the former year the U. S. was the principal market for Canadian potatoes with Cuba occupying second place while to-day Cuba is by far the largest market Canada has for this product, amounting last year to \$357,824, the British West Indies ranking second with \$44,333.

POSSIBILITIES OFFERED IN TROPICAL COUNTRIES FOR CANADIAN POTATOES.

While all tropical countries grow a certain amount of Irish Potatoes, and some of them export a few, the quantity grown is so insignificant that an unlimited field is offered here for the Canadian product. The Bulletin of the Latin American Republics for July shows a large map of Central and South America, Mexico, Cuba and other West Indian Islands and specifies the products of these countries over their entire area. Adjoining the map are two tables, the first showing the combined exports from all these countries amounting to \$10,000,000 and over, the second exports of \$1,000,000 and over, but in not a single instance are potatoes or other vegetables such as Canada produces mentioned or shown as being grown.

CONTRAST BETWEEN THE HANDLING OF FRUITS AND VEGETABLES.

Potato growing in Canada may yet be said to be but in its infancy and it will only begin to develop when the producers and exporters give the subject intelligent study and realize the possibilities offered by those vast markets in return. When Canadians give a fraction of the attention in the care and handling of vegetables which they are doing in the case of fruit these fields will readily absorb all the potatoes and many other products which they can export. In illustration of the care shown in the handling of fruits the following extracts from the Trade Report of Oct 25th is interesting:

"Every care is taken in the transshipment of fruit to prevent it suffering from the effects of climate and travel"

"As in the case of grain the Dominion government exercises a careful supervision over the apple exports in order to enforce the grading of the apples being in accordance with the marks set on the barrels by the grower and packer"

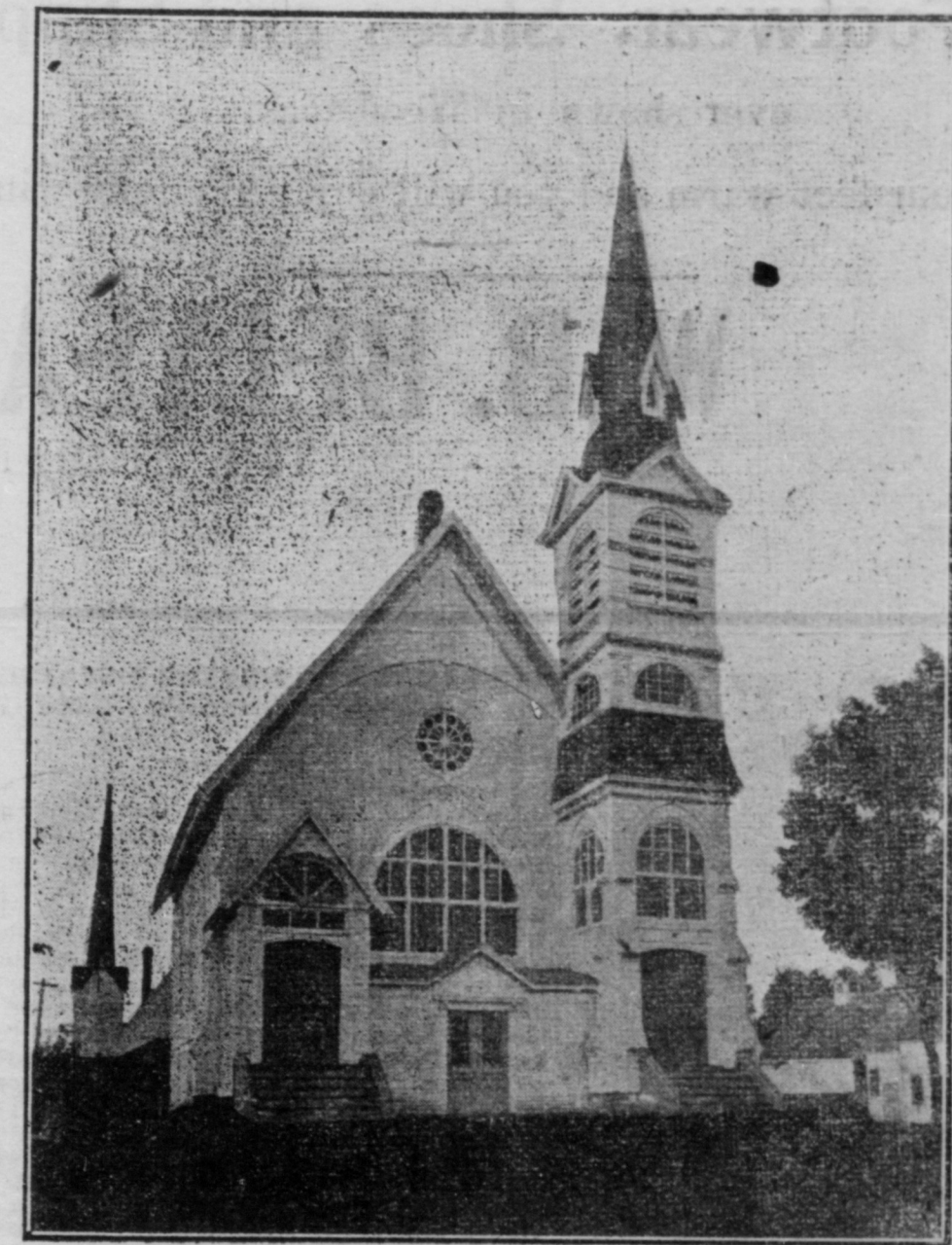
"To enforce the regulations many inspectors are employed throughout the Dominion"

"Apples are carried from the district in which they are grown to the seaport in refrigerator cars, are housed in cold storage warehouses on the wharfs, and carried in vessels fitted with chambers in which the temperature is kept as low as 40 degrees."

LOSSES IN POTATO SHIPMENTS TO CUBA.

Of the potatoes imported to Cuba alone probably one quarter are a total loss through decay and this could be largely avoided through proper inspection and care in transit. It may be argued that when potatoes arrive in bad condition it is due to the fact that they were diseased before shipment and yet if a certain number of barrels from one lot are shipped and an equal number left behind those shipped will frequently be found to be badly diseased while those remaining behind will show no change. Granting that even an eighth of the potatoes imported to Cuba are lost through decay, on a valuation of \$2.75 per barrel, which would be a conservative estimate, after the duty and expense of sorting them are met, and place the imports at half a million barrels it would mean a total loss of \$171,875, annually. Shippers in Canada probably do not appreciate this fact or that so many potatoes are lost but there have been so many complaints recently from people living in the neighborhood where potatoes were stored that a law has just been passed that in future all diseased potatoes must be taken outside of the city limit to be sorted.

(Continued on fourth page.)



St. Paul's (Presbyterian) Church

The history of the Presbyterian church in Carleton County begins with Richmond and Northampton rather than Woodstock but as early as 1837 there was a church building at Upper Woodstock situated on the opposite side of the road to the present cemetery. In this church regular services were held by the ministers stationed at Richmond. For the benefit of those who were unable to walk to the Upper Corner twenty years later occasional services were conducted in the Raymond building a three storey wooden building standing on the site now occupied by Hugh Hay & Son's store. In the year 1866, under Mr. Wilkins' ministry, it was proposed to build a church. At a meeting of the congregation held on Nov 7th the following resolution was adopted:—

"That inasmuch as we and our brethren in connection with the church of Scotland have no building in this place wherein we may meet together and worship God after the custom of our fathers, we recognize it is our duty to take steps immediately to raise the amount necessary for the erection of a church in the town of Woodstock."

The lot on which the church stands was given by George H. Connell. The three lots west were purchased at a later date for \$3000. The church building was completed in the year 1837 at a total cost of \$3570. Although we are told there were only thirty-five regular contributors, this amount was raised principally by voluntary subscription.

During 1870-73 services were held in the vestry during the summer months, and during the cold weather in the college building now used as the Grammar School, by Rev Charles Gordon Glass.

An organ was purchased for \$285 in 1873, and the manse was completed about 1880 at a cost of \$1200.

About ten years later, under the ministry of Rev James Ross, extensive repairs and improvements were made on the church property amounting to \$2400; and again, last year, it cost \$1600 to make some changes in the vestry. In the last few years the manse has been rearranged and repaired at an expense of \$900.

A new pipe-organ and water motor were installed by Cosovant Bros. of St. Hyacinthe, Que., at a cost of \$1500.00. Except for the two more payments of

\$108 each to be met in '10 and '11 there is no debt against the church.

The congregation consists of about fifty families and raise all money for current expenses and the schemes of the church by voluntary subscription. The revenue of the church for all purposes during 1908 was \$1878, which is an average amount.

The present officers are as follows: Minister—Rev George D. Ireland, B. A. Session—Messrs W. S. Sutton, W. B. Nicholson, M. G. Hovey, J. Rankin Brown. Trustees—Messrs W. B. Nicholson, chairman, W. S. Sutton, treasurer, J. R. Brown, secretary, M. G. Hovey, T. W. Baker, W. M. McCann, Donald Munro.

Women's Home and Foreign Missionary Society—Mrs. Munro, President, Mrs. Baker, 1st Vice President, Miss Rankin, Treasurer, Mrs. Townsend, Secretary.

Ladies' Aid Society—Mrs. Watt, President Mrs. Merriman, Treasurer.

Sunday School—W. B. Nicholson, Superintendent, Miss Edith Dalling, Secretary Treasurer; Librarians, Frank Woolverton, Burpee Hay; Teachers, Mr. George L. Holyoke, Miss Dunbar, Miss Alker, Miss Sterritt, Miss Rankin, Mr. Ireland.

Organist—Mr. Howard. Choir Leader and Soloist—Mrs. Werner. Strangers are cordially welcomed at all church meetings. All seats are free.

A list of ministers who served under the established church of Scotland 1838-1909.

Those who were located at Richmond and Woodstock.

Mr. Weave 1838-43
Mr. Reid 1844-1848
Dr. John Hunter 1849-57
James Kidd 1862-69

Those who were located at Northampton and Woodstock.

Henry J. McLardy 1858-65.
William Thomas Wilkins 1866-68
Charles Gordon Glass 1869-71
John Home 1872

William P. Begg 1872-74
James Galloway 1875
Elijah J. Roke 1876-77
James MacGregor Mackay 1878-82

Mr. Allen 1883-85
Mr. Calder 1886-88
James Ross 1889-94
James Whiteside 1894-97

George D. Ireland 1898

Andover.

The stork visited the Baptist parsonage last Wednesday and left a baby girl with Rev Mr. and Mrs. Wentworth—Congratulations.

Mrs. D. Reed Bedell, who was operated on in the Carleton Co. Hospital last week for appendicitis is reported doing well as can be expected.

Miss Nellie Tibbitts, entertained at "Whist" last Friday evening. The guest of honor being Miss Lillian Stewart.

Guy G. Porter went to St. John on Monday in the interest of the potato business.

Andrew Ritchie, who has been an invalid for the past three years, died last Saturday at 12 p. m. He leaves a widow, a daughter, Mrs. Lee Bedell and two sons, Hubert at home and George of Ft. Fairfield. Interment was at Bairdsville.

Miss Muriel Kupkey is at home for a short vacation from Pittsfield, Mass.

Mrs. J. E. Stewart and Miss Lillian leave for Boston to-morrow, where Miss Stewart will be married at the home of her sister, Mrs. Benn on Dec. 8th, to Mr. O'Keefe of Cape Henry, Virginia.

Mr. F. Kertson is in town to-day for the opening of County Court to-morrow.

X. Y. Z.

NOTICE—The ratepayers of Wakefield Parish, No. 1 are notified that their taxes for 1909 and back taxes must be paid before Tuesday, Nov 30th or their accounts will be placed for collection. N. S. CLARK, Collector. 2in-47-pd.

Upper Knoxford.

As I have seen no items from this place for some time, I will endeavor to write a few. The farmers are all busy pressing hay and threshing. It will be a short job.

Mr. and Mrs. Wilber Reid wear a broad smile; it's a girl.

Miss Pearl McGrath is spending a few weeks with Mrs. S. Lockhart.

Mr. George Burk has been confined to his bed with bronchitis, with Dr. Peppers in attendance.

Lyon Jones has returned home from Presque Isle, where he has spent the last two or three months working for Ray Merritt.

The Ladies Aid meeting was held at Mrs. Edward Bartley's last Thursday, but on account of bad roads the attendance was small, although a good time was reported by all.

Miss Annie Margison and Pearl McGrath are planning a trip to Limestone this week.

Mr. George Knox and brother Mahlon, were called to Caverhill by the sickness of their father.

Mrs. John Warrington, we are glad to hear, is recovering.

HOUSEKEEPER WANTED. The undersigned wants housekeeper for family of four. Communication concerning same must be addressed to J. V. DUNHAM, Campbell Settlement, York Co., N. B. 3in-46, pd.