

The Carleton Sentinel.

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WOODSTOCK, N. B., FRIDAY, FEBRUARY 11, 1910.

WHOLE No. 3259

Invest in A Diamond

¶ The world's famous woman speculator has large sums invested in Diamonds, not for personal adornment, but for speculative purposes.—Diamonds are going up higher and higher every year.

¶ Not only will you drive profit from the constantly increasing value of the gem, but it will give you an air of prosperity and success that will pay.

¶ The Diamond that you want can probably be found in our stock. If not, we can get it for you in 48 hours.

¶ Come in and talk it over.

Marriage Licenses
and
Wedding Rings.

JEWELER
H.V. Balling
30 MAIN ST.
WOODSTOCK, N.B.
— OPTICIAN

KODAKS
and
SUPPLIES.

LADIES!

Let us shoulder the drudgery of Wash Day. Why do you stand over the wash tub and break your back, and then go out to the clothes line and probably catch a bad cold, which means a big Doctor's bill in the end.

Send the wash to us. We do it for 4c per pound, which means that all flat work is ironed and all starched goods are starched and ready to iron.

Drop us a card or telephone 8-11 and we will do the rest.

Woodstock Electric Laundry.

BIG CUT

On All Custom Made Tailored Garments
—For 39 Days from Date.

Just to keep the full force of hands busy
during the slack season:

\$18.00	SUITS	FOR	\$16.00
20.00	"	"	18.00
22.00	"	"	19.00
24.00	"	"	21.00
27.00	"	"	24.00
30.00	"	"	26.00

Overcoats and Trousers in like
proportion.

TERMS **SPOT CASH.**

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

Federal Government Will Lease and Operate Valley Road From Grand Falls to St. John, if Up to Proper Standard, Says Laurier.

Calls For Line From Grand Falls To St. John



A great meeting in the interests of the Valley Road was held in the Town Hall last Thursday evening. The hall was packed and large numbers turned away. Mr J T Allen Dibblee was chairman and in opening stated the object of the meeting. He then called upon Mr F B Carvell.

Mr Carvell was introduced as the first speaker, and in opening he remarked that this was the first opportunity he had of addressing the people on this important question. He had seen many accounts of meetings held along the valley that were spoken of as non-political but he thought that there had been a good deal of politics. He intended to talk railway, not politics, but if he should tramp on any one's toes they should have to grin and bear it.

He referred to the line of the G T P having laid down the back of the county instead of the St John valley as it should have been. He had advocated the valley route, and he still thought it should have been put down that way. He reviewed the efforts that had been put made to have a railway built, and spoke of negotiations he had attempted with the C P R some time ago but which had come to naught.

THAT OTTAWA DELEGATION.

He then told of the matter having been brought to the attention of the federal government and their agreeing to pay a subsidy of \$6,400 a mile. Referring to the delegation that went to Ottawa to interview Sir Wilfrid Laurier, he said if the local government had met the matter in earnest they would have said to the delegation: "Go back to Ottawa and find out if they will operate it as a branch of the I C R."

Mr Carvell said he went to Ottawa with the delegation and he hardly got there before he was told that the road would parallel the C P R, and that it would not go through. At a meeting held next morning in the Russell House Mr Flemming made this same statement.

When the delegation went to be the government and asked that the road be operated on the basis of paying forty per cent of the gross earnings, nothing was said about the character of the road, or anything of the kind. The premier promised to give the matter consideration, and that he had done so was shown by the correspondence that had passed.

A CHALLENGE.

Mr Carvell read all the correspondence that had passed between the officers of the company, the federal members and Mr Hazen, showing that the dominion government was pressing for information as to the character of the road. The speaker challenged any man in the audience, including those who were on the delegation, to say that Sir Wilfrid Laurier ever made the statements attributed to him by Mr Flemming.

If the provincial government had guaranteed the bonds then they could have gone to the federal government and demanded that they fulfil their part of the agreement. They could then have demanded even unreasonable provisions which would have been hard to refuse, but they had not done this. They had

sidetracked the whole matter. Mr Carvell read a letter from Hon. Mr Pugsley in which the minister set forth the character of the road that should be built, insisting on a proper standard.

The C P R from Edmundston to Woodstock, the speaker claimed, was not the character of road it should be in order to keep down operating expenses. If they reduced the grades, used heavier rails and steel bridges, the operating expenses could be reduced, and in consequence could give cheaper freight rates.

HAZEN DIDN'T ANSWER.

Mr Carvell also read a letter from Hon. Mr Pugsley dated St John, June 19, 1909, in which Mr Pugsley asked for information as to the character of the road. (This letter is printed in another column together with that of Sir Wilfrid Laurier). No answer was received to this letter by Mr Pugsley.

Continuing, Mr Carvell said that when he went back to Ottawa he commenced to get busy and see what was holding up the railway project.

He heard all kinds of rumors, one to the effect that a railway was to be built from Millville to Hawshaw, and he had been approached to try and get a subsidy for it. He knew, however, it was simply an attempt to sidetrack the Valley road. He also saw where a company was seeking incorporation by the provincial government and the application was signed by the member from York.

THEIR LITTLE SCHEMES.

Several men present had heard Mr Flemming say the Centreville road would be built by the government and bonded over to the C P R and that should be enough for the people.

He also saw advocated in the St John Standard, the building of a road from River de Geste to Westfield.

The Liberal members at Ottawa had conferred with the government on the matter, and at the same time Mr Emerson's branch line policy was being discussed. This matter had been passed and the government was now committed to policy of taking over the branch lines and giving the people railways such as they never had before.

SIR WILFRID'S WORD.

The Valley road had been pressed on the government until now he had it in black and white and read it. He then read the letter of Sir Wilfrid Laurier saying the federal government would lease and operate the Valley road if it were up to a proper standard. (Sir Wilfrid's letter in full appears in another column). The letter, which should mean the building of the Valley road, was greeted by a tremendous outburst of cheering and applause.

ROAD CAN BE BUILT FOR \$31,000 A MILE.

"Now, gentlemen," continued Mr Carvell, "I hope they have got something definite. It means exactly what it says. I know in the Standard and the Gleaner there will be a wail that we are asking the government for an impossibility. It is not an impossibility. I say a road such as is specified in the letter can be built at \$31,000 per mile.

Mr Carvell said when he had been try-

ing to get the G T P to run down the valley he had several surveys made and he had it on the authority of Guy R Balloch, of Centreville, than whom there was no better engineer in Canada, that the road could be built from Grand Falls to Fredericton at that figure. Below Fredericton he had not surveyed it but he believed it would cost no more. Taking \$25,000 per mile from the provincial government and \$6,400 from the federal government, there was the money to build it. (Applause).

WANT COMPETITIVE RATES.

"Let the local government come on with their proposition and see if we can't meet them on anything fair. I contend we want a competing line down this river." (Hear, hear and applause). A road that doesn't connect with the Grand Trunk Pacific is no good to us."

Rates on the I C R, Mr Carvell claimed, were at least twenty-five per cent below the C P R, and for that reason they should have it operated as part of the government road.

"Our proposition is plain. Build the road and we will operate it and pay the provincial government forty per cent of the gross earnings. Flemming will tell you they can't afford it; it would put them in debt. But what if it do so? Those who could not go ahead and do something were only clogs in the wheels of progress and should be done away with. The I C R earned \$5,000 a mile for a road in country not half as populous as the St John valley. He claimed it would not be a debt but would figure out as an asset.

"It is up to the people all along here, now that the federal government have made a definite proposition, to see that the other people do their part. With the consent of my constituents I am going to stay in parliament until this thing is put through and if our friends don't put it through we will get a government that will do so.

A WARNING.

"I want to tell the local government that when we make this contract we intend to protect the people. I have heard, on good authority, that a party of engineers will appear here soon who will survey and offer to build a road and turn it over to the government. I want to warn them that that won't do. They must provide for joint supervision by the federal as well as the provincial government, so we will know the road is being honestly constructed. With these safeguards you will get your road if you have the courage to stand up and demand it. Let us bury the past and start anew to make this project a success."

As Mr Carvell resumed his seat he was enthusiastically applauded.

PLAIN TALK ABOUT C P R.

The chairman said he knew all were glad to hear Mr Carvell and his encouraging message, and he hoped the other speakers would have an equally encouraging message. He wanted to warn the speakers who might follow that they might as well not offer anything if they attempted to offer a line operated by the C P R.

What the people wanted was a competing line and anything else would not be acceptable. They wanted no more C P R but a competing line.

Hon J K Fleming was announced as the next speaker and in opening he said he did not think it an opportune or appropriate time to answer the arguments of Mr Carvell. He reviewed in his own way what the delegation to Ottawa had done.

A FEW PASSAGES AT ARMS.

The prime minister had said they had made a definite proposal and he would give an answer in a few days.

Mr Carvell—"Do you state on your honor that Sir Wilfrid said a definite proposal had been made?"

"I do."

"Well," said Mr Carvell, "that's more than any of your friends who were there will do."

Mr Flemming was continuing when Mr Carvell insisted that he read the balance of a telegram to which he had referred, but Mr Flemming declined to do so, saying he would read only the portion he had read and no more. He reiterated the time worn statement that no answer to Mr Hazen's proposal had been received from the dominion government. He contended that an agreement should have been made and signed by the two governments and then legislation could have been sought to ratify it. They should not pass legislation to guarantee the bonds and then make an agreement.

Mr Carvell—"That's not the way we do it at Ottawa; not the way the G T P was arranged."

Letters of Sir Wilfrid Laurier and Hon. Wm. Pugsley Read by Mr. Carvell.

This is the letter from Sir Wilfrid Laurier read by F B Carvell, M P, at the public meeting in Woodstock last Thursday evening:

Ottawa, 28th January, 1910.

MY DEAR CARVELL:

Having reference to the representations made to me recently by yourself and all the other Liberal members from New Brunswick as to the importance of securing the early construction of a railway down the Valley of the St John River, I can only repeat what I stated to the members of the delegation, whom I and some of my colleagues had the pleasure of meeting in April last, that I am very strongly impressed with the importance of this undertaking and it will afford me great pleasure to do what I reasonably can to secure the early commencement of the work.

I would point out to you that on the 19th June last my colleague, the minister of public works, addressed a letter to the secretary of the St John Valley Railway Company, asking for definite details as to the character of the road which it was proposed should be built. A copy of this letter is herewith enclosed for your information and I now beg to assure you that I entirely approve of the terms thereof and of the request which was made to the company at that time.

If the Provincial Government, or the Company with its approval, furnish the Federal Government with the details asked for by the Minister of Public Works, and make a definite proposition for the construction of a railway from Grand Falls to St John, up to the standard suggested by Mr Pugsley, and provide for its initial equipment, this Government will be prepared to ask Parliament for authority to take it over upon a long lease for operation as a part of the Intercolonial system, on the basis of paying over to the Province, or to the Company, 40 per cent of the gross earnings, as proposed.

Believe me,

My dear Carvell,

Yours very sincerely,

(Sgd) WILFRID LAURIER

F. B. CARVELL, Esq., M. P.,
House of Commons,
Ottawa.

DR PUGSLEY'S LETTER.

Dr Pugsley's letter, to which Sir Wilfrid refers, follows here:

June 19, 1909.

Re St. John Valley Railway.

DEAR MR WINSLOW:

I am in receipt of your favor of the 15th instant, enclosing copy of a 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 New Brunswick to the effect that the New Brunswick government would guarantee the bonds of

Mr Flemming—"You can't bulldoze me, Mr Carvell."

Mr Carvell—"Don't get angry, Mr Flemming."

Continuing Mr Flemming contended the present government had gone further with the matter than any previous government. He did not believe a railway could be built for \$31,000 a mile. The members of the local government would do all that mortal men could do to build the road and Sir Wilfrid's letter would be given every consideration.

FLEMING HEDGES.

Voice—"Will you do it this session?" Mr Flemming—"Well, that's a difficult question to answer. It will cost a great deal of money." (Laughter.)

GEO W UPHAM.

George W Upham, M P P, was called upon and said from the remarks of the two previous speakers it appeared they were both anxious to see the Valley road built. The people want the road and they intend to have it. He thought the provincial government could pass legislation guaranteeing the bonds of the road to the extent of \$25,000 and the company could then go to the federal government and ask their assistance. He said that from Mr Flemming's remarks it would seem he was favorable to giving concessions to the Canadian Northern for building a road from the Quebec bridge down through the valley. The speaker claimed, however, that the people want the road to be under I C R control as better rates would then be secured.

D Munro, M P P, expressed himself as in accord with what Mr Carvell had said, that the wrangling of the past be forgotten and the governments get together and work for having the road built. He condemned the press of Woodstock for their attitude toward the question. He assured them of his hearty support of the project.

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 to the province 40 per cent of the gross earnings."

So far as I 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 the "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 condition 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 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 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 authorising 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 government 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 1 per cent; as to the bridges, which should be of steel; the culverts or 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 railway must be built to a high standard with the most favorable grades obtainable so as to reduce the operating expenses as much as possible in order to warrant the government asking the approval of parliament of the operation of the road for 60 per cent of the gross earnings, in view of the fact that it takes upon an average, all of the earnings of the Intercolonial to pay operating expenses.

Of course, if the operating lease were made, the Intercolonial would have to engage to keep the roadbed and rolling stock in proper repair and to make necessary renewals from time to time.

I think that you will agree with me 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 early construction of the long-talked-of St John Valley Railway. I am

Yours very truly,

(Signed)

WILLIAM PUGSLEY.

First Sees Light of Day in Penitentiary.

Kingston, Ont, Feb 7.—It is not often that the Portsmouth penitentiary receives within its bare walls so youthful and innocent an inmate as that which arrived last week when a little baby was born to Mrs Lajoie, who is at present confined in the institution for assault. The woman arrived in the penitentiary on July 7 of last year, scarcely seven months ago, under a sentence of seven years. Mother and child are both doing well. In view of the exceptional circumstances, it is said a strong effort will be made to have the woman pardoned or paroled.