

The Carleton Sentinel.

VOL 70. No 48

WOODSTOCK, N. B., FRIDAY, NOVEMBER 29 1918

WHOLE No 3625

BLACK FRONT JEWELRY STORE
EVERY LADY LOVES A PENDANT
NECKLACE OR LOCKET



if it's as pretty as those shown in our exhibit. There are heart shaped, round and square. Plain or mounted with diamonds or other gems. Every one is a beauty and will prove a most acceptable gift to any one. Satisfaction guaranteed always in quality, design and price.

Mail Orders Promptly Attended To

H. V. Dalling

WOODSTOCK, N. B.

Jeweller and Optician

Marriage Licenses and Wedding Rings

CHRISTMAS SHOPPING TIME IS HERE

Nothing as Useful and Pleasing as a PIECE
of FURNITURE for a Holiday Gift.

Work Baskets
Writing Desks
Fancy Tables
Brass Jardineres
Trays
Curates
Carpet Sweepers
Dressing Tables

Music Cabinets
Magazine Stands
Smoker's Cabinets
Smoker's Stands
Smoker's Trays
Framed Pictures
Morris Chairs
Sectional Book Cases

**Also a Large Assortment of Presents
For The CHILDREN**

Make Your Selections Early,
and Let Us Put Them Away For You.

A. HENDERSON FURNITURE CO., LTD. Queen Street

HAYDEN-GIBSON Theatre

FRIDAY and SATURDAY

FATTY ARBUCKLE in

"Fatty's INDIAN SWEETHEART"

The Very Thrilling Serial Screened

"THE HOUSE OF HATE"

STINGAREE SERIES: "A MODEL MARAUDER."

Also One Reel Current Events.

MONDAY, DEC. 2ND.

The Dainty, Charming and Magnetic **VIVIAN MARTIN**

In An Absorbing Story

"VIVIETTE"

"VIVIETTE" Will Be Shown at the VOGUE on Tuesday, Dec. 3rd.

COMING---For Wednesday and Thursday

Elsie Ferguson in **"Doll's House"**

VALLEY RAILWAY HISTORY RELATED

THE ORIGINAL AGREEMENT

E. S. Carter Tells of the Vicissitudes of the Road—Dominion and Provincial Governments Were Really Partners

(Ottawa Citizen.)

Editor, Citizen: After reading your editorial in this morning's issue with respect to the St. John and Quebec railway in New Brunswick and your comment upon the proposal to have the road acquired by the Dominion, I feel it my duty as secretary of the St. John and Quebec Railway Co. to show that many of the statements in your article are made without a full understanding of all the facts.

The railway down the valley of the St. John was promoted, in the first place, in 1909, by the business men in that section of New Brunswick, by the boards of trade of the two cities of St. John and Fredericton, as well as all the commercial bodies of the smaller towns from Grand Falls to the mouth of the St. John.

The Transcontinental Railway at that time was in course of construction, and its route was an air line across an unsettled portion of New Brunswick from Grand Falls to Moncton. The people of the fertile St. John Valley wanted a direct connection with the Transcontinental at Grand Falls and the railway continued to St. John. They wanted this so badly that they represented to their provincial government, of which Hon. J. Douglas Hazen was, at that time premier, and to the Dominion government, led by Sir Wilfrid Laurier that if this connection was made and operation guaranteed by the Intercolonial Railway that would support a provincial bond guarantee of \$25,000 per mile. This was finally agreed upon and the Dominion government signed an agreement to lease and operate upon a 60-40 per cent basis. Railway experts assured the province of New Brunswick that 40 per cent of the gross receipts from transcontinental traffic to St. John, via Grand Falls, would more than pay the interest upon the guaranteed bonds. The province of New Brunswick then passed legislation, the St. John and Quebec Railway Co. was formed, the contract was signed and the government of that day appealed to the people in a general election to endorse its action. The people gave an almost unanimous verdict of approval and the work went on. No one doubted but that in the end this railway must make connection at Grand Falls with the Transcontinental, and thus afford another route from the prairie to the sea.

It will thus be seen that from the outset the Dominion and provincial governments were really partners in this undertaking, the former to give the usual subsidy of \$6,400 a mile aid to the heavy bridges across the St. John and Kennebecasis, connect with the Transcontinental, which was a federal undertaking, and operate by its own railway, the Intercolonial; the province of New Brunswick to provide \$25,000 a mile for construction purposes.

Let us see for one moment how each government has carried out its undertakings. New Brunswick guaranteed the bonds and \$4,250,000 was borrowed upon 40 year bonds and deposited with the Prudential Trust Company in Montreal, to be paid out as the work progressed. There was a subsidy contract with the Dominion government to Grand Falls, but the very first year, 1912, part of that subsidy, from Andover to Grand Falls, was cancelled. That, apparently, was the first breach of faith.

So, when you speak of "unscrupulous railway promoting" and the "Dominion doing a favor to New Brunswick at the present time by operating the St. John Valley Railway," it is well to recall the original arrangement and agreement under which the construction of this road was consented to. It is quite true that up to this time, the railway begins and ends at small country centres, Centreville and Gagetown, but the Citizen does not wish I am sure, to withhold the fact that there is Canadian Pacific connection at Woodstock and at Fredericton, where also the Intercolonial makes connection with its Canada Eastern branch.

Construction upon the Gagetown-Westfield section has also progressed so that the grading is completed, a first lift of ballast placed, and in a few days, partial operation and entrance to St. John possible. The Citizen will, therefore, see that although the railway company, when in the hands of Mr. A. E. Gould and his associates, failed to raise sufficient money to augment the funds provided by the province, and complete the railway, the New Brunswick government has taken up the task of finishing this line up to transcontinental standard with a four-tenths grade, in the belief that when this is done the Dominion government will then assume its share of the burden and responsibility agreed upon in 1912.

This responsibility has been so far evaded—not intentionally, perhaps, but because of that great event, the war—over which Dominion or provincial governments had no control. Because of this, the federal government had to assume operation of the Transcontinental, and it was only natural that no strenuous encouragement was given for the completion of the Valley road to Grand Falls. Because of this, the present New Brunswick government cancelled that portion of the contract for construction between Centreville and Andover, and of the \$4,250,000 borrowed, the portion to be applied to that mileage remains untouched in the Trust Company's hands. For no fault, therefore, of the province of New Brunswick, the freight and the consequent revenue derivable from Grand Falls connection and expected to pay the interest upon the guaranteed bonds, did not materialize. But if the freight receipts failed to show up, the interest coupons did not and the junior and weaker partner in this railway enterprise has been called upon every year to pay \$100,000, in interest to English bondholders, and about \$150,000 annually upon construction monies expended in addition.

Passing for a moment from the consideration of this tremendous demand upon a province whose average total income is not more than \$1,500,000, I wish to set The Citizen right upon a question of the cost of the road. No one denies that the section from Gagetown to Westfield has been very expensive. There are very heavy bridges and embankments an unusual amount of concrete work as well as rock excavation in heavy cuttings. But the company is prepared to show that every dollar spent upon the Gagetown-Westfield section went into the road, and is willing that a valuation of the railway, so as to settle, not only its cost, but what it should have cost, should be made before the federal government takes it over. The Citizen, when it made the statement that "an economically sound railway should not have cost more than \$15,000 per mile, even allowing something for private promoters and fair profits for the contractors," could not have had knowledge of the transcontinental character of the Valley Railway, or the difficulties of its construction. With a four-tenths grade from Fredericton to Westfield, and 80 to 85 pound steel from Westfield to Centreville, many steel bridges, very heavy and long embankments in the section under construction, the cost per mile cannot fail to exceed even that of the Gagetown-Centreville section.

I have had, even in distant New Brunswick, many occasions to admire the outspoken methods and fairness of The Citizen, and I am sure you will appreciate any additional facts I can give you.

We all agree that before any arrangement is made with the Dominion, all railway monies diverted from grafts shall be eliminated from the cost. The government, led by Hon. Premier Foster, has been diligently seeking the facts. One investigation conducted before a Royal Commission, has resulted in three suits in the Court of Chancery, against ex-Premier Flemming, W. B. Tennant and Thomas Nagle, to recover monies provided by the province which

ADMIRAL BEATTY TOOK NO CHANCES

GERMAN SHIPS SURRENDER

British Navy Was Ready to Fight, if Necessary—Business Was Transacted Without a Hitch—Humiliating Spectacle for Germany

EDINBURGH, Nov. 22.—Germany, as a naval power, ceased to exist on Thursday. The heart of her mighty fleet—fourteen ships of the line, seven light cruisers and fifty destroyers—surrendered to an armada of British, American and French vessels, the greatest fighting force that ever stood out to sea.

The minutely detailed programme of submission laid down by the commander of the British fleet was carried out strictly according to plan. The German warships, strung out in a single column almost twenty miles long, appeared at the rendezvous at the appointed time and were led into the Firth of Forth between twin columns of allied ships, which overlapped the Germans at each end. The enemy craft are now anchored in the Firth under guard as prisoners. A surrender on such a gigantic scale has no precedent in naval history. Although the wonderful naval spectacle was the same as a peace time review and evoked little enthusiasm, the haze blotting out the horizon, officers could scarcely credit the evidence of their eyes. It was an event which shattered all naval traditions and ideals.

Men animated by the spirit of Lawrence's "Don't give up the ship" and Nelson's "England expects every man to do his duty," could not conceive

of such an inglorious fate as that to which the great enemy sea force was submitted. The Associated Press correspondent, standing on the deck of an American dreadnought, heard an officer remark: "Even the poor old Spaniards, knowing they had not a chance, came out of Santiago."

But, for the most part, both officers and men were silent. They realized they were witnessing the climactic act of Germany's downfall. They showed no elation and seemed to feel a sort of contemptuous pity for the fallen giant of the sea who had refused to fight. Their imaginations dwelt on the foe's shame. The German ships were sighted by the Allied columns at 9.20 o'clock, closely following their British pilot the light cruiser Cardiff, which, with destroyers and other small craft, had ranged ahead of the Allied fleet. The enemy studiously complied with Admiral Beatty's orders, and it was well for their own sakes that they did. Every vessel steaming out to meet them flew battle ensigns and was ready for instant action, with its men at battle stations and guns in position for the prompt annihilation of the enemy's forces if their mission proved to be other than peaceful.

(Continued on page Two.)

RANKINE WHEARY WAS A GOOD SOLDIER

Mrs. Wheary is in receipt of the following letter referring to the Rankine, who died fighting for humanity's rights:

France 28-10-18.



Dear Mrs. Wheary:—
Just a few lines extending the sympathy of the many friends of your son Rankine. He had a decent burial at the hands of his comrades.

HAYDEN GIBSON IS OPEN AGAIN

TWO LARGE AUDIENCES
FIRST DAY

Handsome House Thoroughly
Renovated

Picture patrons are once more happy as their favorite house opened with a swing on Wednesday that promises big business. The classy decorations, handsome stage fittings and the little favorite Mary Pickford in M'Liss brought everything right up to the minute. The winsome little Mary furnished many thrills and laughs which all went to indicate her popularity as a screen artist. It was a good opening and this gifted star made a pronounced hit with the large audience.

He was a good soldier and very popular among the boys and officers and will be missed by all who knew him. There are very few Woodstock boys left except myself and I miss him very much. Again extending my personal sympathy to you, I am

Your friend,
CORP. F. W. STEPHENSON,
No. 742851, A. Co.,
26th Can. Bn.,
B.E.F., France.

were diverted from their proper purpose. These cases will come to trial shortly. There has also been a judgment in the suit of Mr. Gould against the province, wherein Mr. Justice McKewen held in substance that because Gould had bribed Flemming, he had no claim. You can see, therefore, that New Brunswick has begun that house-cleaning, after which you say the province might reasonably ask the Dominion to consider adding the burden of the St. John Valley Railway to the National system."

There is some money—a very little—still in the hands of the Prudential Trust applicable upon the Gagetown-Westfield section. In fairness to them it must be said that they have met the payments required of them with promptness, and are placing no obstacles to the request of the company and government changing the trustees to one located in New Brunswick.

No one will seek to defend any of the graft transactions between members of a former provincial government and Valley Railway contractors. I, at least, who had such a part in exposing the political dishonesty and graft profit in connection with

E. S. CARTER,
Secretary St John & Quebec Railway
Ottawa, Nov. 21, 1918.