

The Carleton Observer

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HARTLAND, N. B., APRIL 29, 1920.

Whole No. 566

The Everyday Bargain Store

IF YOU PATRONIZE
YOU LEARN TO SAVE MONEY

This week we offer unequalled Bargains in

Dress Goods
Silks
Silk Poplins

Visit Our Millinery Department

THE HOUSE WITH THE STOCK

A. W. PHILLIPS

BRISTOL, N. B.

Timothy and Clover Seed

GOING FAST and no more to be had UNLESS you get yr. now you will not be able to do so.

Vitriol and Bug Poison

Now on hand and being sold cheap to early cash buyers

New Spring Dry Goods

Hats and Caps, Boots and Shoes, Wallpaper, Blinds, Oilcloth, Linoleum, etc., all at right prices

Eggs, Butter, Meat, Etc. bought at highest prices

Always a Square Deal

S. W. SMITH

N. B. Phone 3-2

EAST FLORENCEVILLE, N.B.

Farmer Phone 18-2

Ad of Small Things

Small things are very useful, or at least some are. We have these useful things at our Store: Pins, safety pins, domestics, hooks and eyes, whisks, scribbles, writing tablets, umbrellas, thread, spool silks, pocket books, scissors, tooth brushes, watches, thimbles, buttons (large assortment), tin pails, burners, wicks, creamers, iron white lined pots, carpet tacks, shoe tacks, half soles and heels, granite ware, bean pots, teapots, tumblers, salt and pepper shakers, syrup jugs, lux, gold dust, bonami, ammonia powder, soaps, starch, grit and shell for hens, shoe dressing, soap, stove polish, lanterns and lamp chimneys and other small things too numerous to mention. Nearly everything in light groceries. CALL AND INSPECT.

4 Specials—11c each

Clark's 250-yard Reel Thread

Coat's Mercerized Crochet Thread

Snap Hand Cleaner

Celluloid Starch, regular package

Out of Stock: Light Weights

A man that will sell to his own hurt and then squeal
A woman that will make old butter into prints and sell for new
A man that says he has no faults but sees lots in others
A woman that will sell preserved eggs for fresh
A man that says he never makes a mistake
A man that does not feel comfortable in seeing parcels leaving any store but his own

A man that tries to monopolize trade
A man that won't buy goods from any firm that sells to his neighbor
A clerk that keeps his eye on the clock and not on trade
A manager that thinks he knows it all
A preacher that will compromise to save his pocket book or head

Overalls, we carry them and Jackets too, but none small enough for these light weights
These light weights may lead a prayer meeting or teach a Sunday school class providing topic was on Tennyson or Longfellow, but what would they do if the subject was "As ye would that men should do unto you do ye even so to them." If this pincher comes, "Blue Jay" won't cure as disease is not located not in feet. Guess?

Still have Seeds, Fertilizer, Paints, Gasoline, Feeds, Car of Salt, Car of Flour and Feeds to Arrive

United Farmers Co-Operative Company, Ltd.

I. A. J. Ward, Manager

Hartland Branch

T. W. CALDWELL, M. P. On RAILWAY ACQUISITION

If any one thinks our Farmer Caldwell can not talk—and talk logically and sensibly—they should carefully peruse the following speech delivered in Parliament April 16 during the discussion on the Government acquisition of the Grand Trunk Pacific

Mr. Thomas W. Caldwell, Victoria and Carleton, N. B.: Mr. Speaker, I was very much interested in the explanation of the right hon. the Minister of Justice of the technical difficulty into which this railroad matter has apparently drifted, but I was somewhat disappointed to find that he was hardly sure whether the matter had really drifted into this difficulty or not. The first part of his speech I did not hear distinctly, but it seemed to me that he was contending that the holders of the debenture stock of the Grand Trunk Railway, who, as I understood, were not at the meeting, would not have had any right to vote if there had been there. Therefore there could be no technical difficulty. But later he seemed to come around to the view that there was a technical difficulty. However, I do not want to discuss the technical part of this trouble at all, although I would rather have heard the minister quite distinctly so that I might be a little more clear on that point.

I was more interested perhaps in the criticism by the hon. members for North Cape Breton (Mr. McKenzie) and Shelburne and Queen's (Mr. Fielding) of the whole Grand Trunk scheme, and they reminded me somewhat of the old legend about the kettle, which were not made of aluminum but were of the old black iron variety, and probably they were not very clean either. At any rate, the legend states that one called the other black. I would just like to take the House back to the time when the Grand Trunk Pacific was built, because I do not consider the matter of government acquisition of railroads as so important as the manner in which they are acquired. I would like to point out that we have acquired railroads before, perhaps in a worse manner than we are now proposing to acquire the Grand Trunk railroad, although I think that would be needless because the Grand Trunk proposition to my mind is certainly had enough and I think the people of Canada also entertain the same view. As my authority I would quote the report prepared on the Grand Trunk Railway system as well as other transportation systems, by a royal commission composed of the present Minister of Finance (Sir Henry Dugan) and Mr. W. M. Acworth. In part two of that report, referring to the building of the National Transcontinental, I find the following:

"The Grand Trunk scheme, first put forward in 1903 under two Acts of Parliament, both dated October 24, 1903, was for a main line right across the continent from Montreal to Prince Rupert. The portion of the line east of Winnipeg was to be built by the Government and leased to the Grand Trunk Pacific Company for fifty years certain, with a possibility of renewal. The portion west of Winnipeg was to be built by the Grand Trunk Pacific Company, with large government assistance. The Grand Trunk Pacific was to build any necessary branches of the system both east and west, and was to operate the whole. The Grand Trunk was to hold, and in fact always has held, the entire share capital of the Grand Trunk Pacific. And the Grand Trunk has had full control of the undertaking throughout.

In fairness to the Grand Trunk it should be observed that the responsibility for the construction of the line from Montreal to Winnipeg, now known as the National Transcontinental, does not properly rest on them. The proposal of the company, as originally formulated and submitted to the Government, was for a line from the Pacific through Winnipeg as far as North Bay. Government action was responsible for this line being carried eastward all the way to Quebec. And the further prolongation from Quebec to Montreal was added during the passage of the Bill through Parliament.

But though the Grand Trunk did not originate the National Transcontinental, it accepted full liability for it. The agreement between the Grand Trunk Pacific and the Dominion Government provided as follows: "In order to insure, for the protection of the company as lessors of the Eastern Division of the said railway, the economical construction thereof in such a manner that it can be operated to the

best advantage, it is hereby agreed that the specifications for the construction of the Eastern Division shall be submitted to and approved of by the company before the commencement of the work, and the said work shall be subject to the joint supervision, inspection and acceptance of the chief engineer of the company." Upon this provision the Grand Trunk Pacific Company, in an official publication, "The Grand Trunk Pacific; Canada's National Transcontinental Railway," 10th edition, January, 1912, comments as follows: "Since the rental payable by the company to the Government for the use of the Eastern Division is a percentage on the cost of construction, it will be observed that it is a matter of great importance to the company that this item 'cost of construction' shall be determined on the most economical basis consistent with a well-built railway, in which respect the foregoing provision contained in the agreement fully protects the company."

The company, then, appreciated that 'cost of construction' was to it a matter of great importance, and considered that it was fully protected by the terms of the agreement. But as, in spite of the right of the company to approve specifications and the right of the company's chief engineer to supervise and inspect the work, the cord that they are at the end of their tether. They say that it is quite impossible for them to meet the extra liabilities arising from the Grand Trunk Pacific Company. They propose to retire altogether from the concern; that in return for their handing over to the Government the \$25,000,000 common stock of the Grand Trunk Pacific Railway, which is in their possession, but for which they only paid a nominal amount of actual cash, the Government shall not only relieve them of all liability for the interest on the securities of the Grand Trunk Pacific and subsidiary companies, and for any deficiencies of operating expenses of the Grand Trunk Pacific system, but shall repay the Grand Trunk Railway Company any money advanced to the Grand Trunk Pacific or its Branch Lines and Development Company and other subsidiary companies.

This is what the commission thought of that proposal:

"We cannot think that this is a reasonable proposition, or one that we could advise the Government to accept. What would be thought if one partner in a business were to say to the other: 'We entered jointly on an enterprise which we thought would be profitable. It has turned out the reverse. I propose that you settle with the creditors, pay out to me the whole of the capital I put in, and let me retire. Provided I go free, I am content that you make what you can of the business.' We think the Grand Trunk Company cannot thus escape the consequences of its own action. We quite agree that the Grand Trunk Company cannot meet its Grand Trunk Pacific liabilities. But, if the Government is to relieve the Grand Trunk Company of liabilities which it voluntarily incurred, but which it now finds it impossible to meet, it is for the Government, not for the company, to fix the terms."

I imagine this is the road, the acquisition of which the Minister of Railways (Mr. J. D. Reid) had in mind the other day when he said that he believed the day was not far distant when the Government railways would be able to pay operating expenses and take care of fixed charges as well. I think the expression he used was that he could almost see ahead where he was going to turn the corner. There is an old saying that "fools rush in where angels fear to tread." Of course, I do not wish to put the Minister of Railways in that class at all, because I do not believe he is in that class, but I do want to warn him not to turn that corner at too high a rate of speed, especially if he is heading in the same direction as he has been doing in connection with the Canadian Government railways for the last two or three years at least. I am afraid he might run into something; he might even meet himself coming back. As I said at the beginning of my remarks, I do not think it is the matter of acquiring railways that is so important; the important

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REBUILDING OF HARTLAND BRIDGE

Hon. P. J. Veniot Tells Hon. B. F. Smith That Traffic Will Be Restored As Soon As Possible

In the Legislature on Thursday, Mr. Smith (Carleton) on the item for Ferry Maintenance, wanted to know if any provision had been made for a ferry at Stickney, other ferries along the St. John river received government grants and he would suggest that \$100 be paid to the ferry man at Stickney. He said the Hartland bridge had gone out and meant a serious loss not only to the province but to the people of the district. He thought the Minister of Public Works had done him an injustice by stating that he (Smith) when head of the department had piggybacked a report on that bridge. He had requested the Chief Engineer to submit a report on the Hartland bridge, at the time they were considering the advisability of building concrete piers, beneath the bridge at Florenceville. They were just about to let the contract for the Florenceville bridge when the old government went out of office and the new government went on with the work under the plans which had been prepared. It had been the intention of the old government to construct the Hartland bridge in 1918 and the only reason why he had ordered the chief engineer's report on the structure to stand was that it called for a covered superstructure of wood. As a representative of the county he did not think a bridge of that character would be in the interest of the locality. It was an important point, the bridge was a long one and if covered he felt it would be considerable of a menace. He would not advise the Minister of Public Works to erect a covered bridge at Hartland.

Hon. Mr. Veniot said the ferry service which the hon. member had referred to was receiving consideration and would be attended to. In regard to the Hartland bridge, he understood that when the hon. member was Minister of Public Works, the Chief Engineer had submitted a report in condemnation of the structure. He (Veniot) knew little about conditions at Hartland until he visited the place in 1917. He then found the bridge in an unsafe condition, and on calling up the Chief Engineer, was told that he had condemned it in a report. He consulted the people of Hartland, and was told it would be a great inconvenience to have the bridge closed for any lengthy period. The bridge had been erected in 1896 by a company and it afterwards had been taken over by the Government. The people raised an objection to a covered span bridge. The question of a new bridge was talked over, and there was a difference of opinion as to what site should be chosen. He proposed that a ferry be established for eighteen months to provide accommodation while a steel bridge with concrete piers could be erected, but the proposal was not looked upon with favor. Then he had proposed to build spans of hard pine during the winter of 1919 and have the same covered. That met with approval, and the work was undertaken and completed just before the ice run of the present spring. The ice this year did not follow the main channel, but lodged on the opposite shore and on breaking loose swung over to the other side and carried away two of the piers. He did not believe that even concrete piers would have withstood the ice run. He would promise the hon. member that the Hartland bridge would not be left long in its present condition, as the district was of too much importance for that. A ferry service would be established just as soon as conditions permitted it. The plans would call for the erection of concrete piers, and the spans would be of hard pine. He was hopeful that later on they would be utilized elsewhere and replaced by steel.

Mr. Smith (Carleton) said he was glad to have the statement of the hon. Minister, and he was hopeful that the two spans which have been lost could be replaced by steel.

Hon. Mr. Veniot said a change might be made by degrees, as was done with the Fredericton bridge.

Arrested Here on Sunday

On Saturday afternoon Sheriff Foster and Deputy Sheriff Moores arrested George La Vigne, who is visiting at the home of his parents here. The charge was laid by the C.P.R. Chief Inspector and the accused was wanted for alleged theft on C.P.R. cars at St. John. Taken before his accusers he proved not to be the man wanted and was dismissed.