

# The Carleton Sentinel.

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WOODSTOCK, N. B., FRIDAY, MARCH 25, 1910.

WHOLE No. 3205

## EASTER JEWELRY

Easter marks the death of dreary winter and the birth of joyous spring—a change from the sombre to the gay.

No time of all the year is more opportune for the purchase of some article of jewelry. Nothing adds to one's personal adornment so much as a well selected piece of jewelry from our stock.

Then, too, Easter is a time when our friends and loved ones should be remembered by some token, and nothing lends itself more fittingly for such expression of esteem than jewelry—the kind that is treasured for its worth, the beauty and sentiment expressed, the kind we sell and guarantee.

Marriage Licenses  
and  
Wedding Rings.

**JEWELER**  
*H. V. Dalling*  
30 MAINT  
WOODSTOCK, N.B.  
— OPTICIAN

KODAKS  
and  
SUPPLIES.

## Electric Vacuum Cleaner TO RENT

*During the Housecleaning Season.*

Cleans the Carpets on the Floor, also walls, hangings, upholstery, etc. etc.

**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:

<b>\$18.00 SUITS FOR \$16.00</b>	
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.**

**N. B. JONES Co., Ltd.**  
Manchester House.

## Hazen's Monstrous Railway Proposal.

Impossible Conditions Re I. C. R. Operation.

Province Body and Soul in Hands of C. P. R.

A perusal of Mr Hazen's railway policy now before the Legislature is probably the most flagrant misuse of public moneys ever proposed in the Dominion of Canada. A year ago he sent the representatives of the people to Ottawa with a proposition that he would guarantee the bonds for a railway providing the Federal Government would agree to operate the same. For a year past he has been trying to back out of this proposition and now comes down with an offer so monstrous in its provisions that it becomes an insult to every voter from Grand Falls to St John. He proposes that the road must be of the very highest standard of any road in the world and altogether to build the same there will be available \$31,400. per mile every dollar of which will be required to construct the road. He then provides by section 9 that before the Government can guarantee a bond for cost of construction, a contract must be entered into by the railway Company with the Government of Canada by which the Government of Canada agrees to operate the road and pay to the Government of New Brunswick and not the Company, 40 per cent of the gross earnings of the road when completed, thus providing that not one dollar of the receipts shall ever go to the Company and yet by sections one and ten he provides that before a bond can be guaranteed the Company must deposit with him money or securities, or both sufficient to pay for the cost of survey and the interest during construction, an amount which cannot possibly be less than half a million dollars. Now, we would like Mr Hazen or any of his apologists to point out where any of this money is coming from. It cannot be taken out of the Province because every dollar will be required to construct the road. It cannot come out of the earnings because not a cent of the earnings go into the hands of the Company. We wonder whether Messrs Teed, Balmain and Holyoke are willing to put up this half million dollars with no possibility of ever receiving back a cent. This is the proposition which Mr Hazen has seriously made to the intelligent voters of this Country. Of course he knows it will be impossible to accept it and once this is out of the way we then come down to his real proposition which means that he is proposing to guarantee the bonds of some Company to be hereafter created which we all know is to be a stool pigeon for the C. P. R. Application is now being made by Mr Gould of the Aroostook Power Company, who for the past year has been building a road in the County of Aroostook for the C. P. R. and with the use of C. P. R. money, and of course when Mr Gould came to Fredericton, it goes without argument that he is brought there by the C. P. R. He is willing to grant the same amount of money per mile, namely \$25,000 to this Company

and build a road with no greater grades than those of the I. C. R. in New Brunswick, to two or three per cent, and he makes no provision as to the frequency or length of the same, which means that it is simply providing for a cheap surface road about on a par with the old C. P. R. up the river by way of the old Newburg Junction.

One is naturally led to wonder why should a set of men who ought to have the interests of the people at heart, so discriminate against a proposition made by themselves only a year ago, and one which has been loyally accepted by everybody, friend and foe alike.

What is the reason he proposes impossible conditions with respect to a road which the people want and simply fires money at a road which nobody wants, excepting the C. P. R. and some interested politicians. It cannot be on account of the benefit to the public. It cannot be on account of the benefits to his political friends as a whole. It cannot be that he will get more patronage in the second instance than in the first, because he would have control of the building of the first road as well as the second.

In the first proposition he demands that forty cents out of every dollar earned shall go into the hands of the Government. In his C. P. R. proposition not a cent of the earnings come to the Government and he only has a mortgage on the undertaking as security for the investment. If the road does not pay running expenses and sufficient for the interest on the bonds, he has no recourse but take it over, and as it has no connections either East, West, North or South, excepting with the C. P. R., he would then be entirely at the mercy of this Corporation. Whereas, should the I. C. R. proposition be accepted it would be a paying investment from the beginning and a live asset to the Province.

With \$31,400 per mile of available funds with which to build a surface road, such as we have described and which could easily be built for \$20,000 per mile, thus leaving about \$10,000 per mile profit in the hands of a Company of Mr Hazen's friends, or in the vicinity of two million dollars clean profit, what would be the possibilities for an election fund two years hence and for private gain to a few people? We are now commencing to see the result of the conferences and negotiations by a number of the friends of the Honorable Gentleman during the past year or so, and it is very likely that we are getting pretty close to the reason for this fearful discrimination against the road which the people want and the road wanted by Mr Hazen's and his immediate friends.

There is some reason why, and if the suggestion above mentioned is not the correct one, we would like to have it from somebody who is in a position to know.

### Town of Woodstock.

The amounts ordered to be assessed for the year 1910 are as follows:  
ESTIMATED EXPENDITURES.

Interest on Debentures.....	\$ 6,000 00
Interest at Bank.....	300 00
Water & Light Expense.....	8,030 00
Sinking Fund.....	200 00
Schools.....	10,000 00
Streets.....	1,700 00
Poor.....	1,500 00
Fire.....	2,900 00
County Purposes.....	3,059 94
Police.....	1,200 00
Town Team.....	850 00
Salaries.....	550 00
Printing.....	200 00
Town Hall.....	225 00
Sewers.....	1,000 00
Public Health.....	200 00
Assessors.....	150 00
Hospital.....	500 00
Miscellaneous.....	3,153 05
Debentures.....	1,000 00
Scott Act.....	250 00
Discount on Taxes.....	1,000 00
Deficit.....	2,500 00
	46,448 00

ESTIMATED RECEIPTS FOR 1910.  
Water Rates.....\$ 7,300 00  
Sewer Rates.....500 00

Licenses.....	300 00
Poor Farm.....	300 00
Rent Engine House.....	48 00

Amount of Warrant.....\$8,448 00  
\$3,000.00

### Bath.

The many friends of Mr and Mrs John Kilfoil, will sympathise with them in the sad death of their son, John D Kilfoil, which occurred at his late residence at Bath, N. B. on March 5th, at the age of thirty-six years. Mr Kilfoil was a young man of sterling qualities, and had many friends who will deeply mourn his untimely death. Besides his father and mother he is survived by the following sisters and brothers: Mrs John O'Leary, of Moncton, N. B. Mrs J. A. Graham, of Bangor, Me. Mr F. Sullivan Mrs James Cummins, and Wm. J. Kilfoil of Johnville, James L. and Fred P. Kilfoil of Utica, New York.

C. M. Sherwood, Limited, Centreville, are offering "White Tyfe" seed wheat, direct from the west, which is the cleanest and best they ever had. This hard wheat will make more and better flour than the soft varieties, and is not subject to smut. They have Timothy, Clover and other field as well as garden seeds in abundance. Their shelves and counters are overflowing with all the newest and smartest things in ready made clothing and general dry goods.

## Local Legislature.

Fredericton, March 23.—Common justice demands that the people of the St John Valley be furnished with a competing line of railway down that fertile section of the province.

Because Premier Hazen has been unable to rise above the question of party advantage, even in the case of so momentous a matter as the construction of this most desirable road, the Legislature is to-day face to face with one of the most dangerous pieces of legislation with which the province has ever had to deal. There is danger that comes from the evident friendly feeling of the government toward the C. P. R. Either the hopes of the people of the Valley are to be destroyed entirely or else the people will be forced to rest satisfied with a second class road, an electric road running merely between two points on the C. P. R., a non-competing line with no connection with the Grand Trunk Pacific, such as would ensure the desired through traffic. Think of an electric road facing N. B. winter blizzards. Think of an electric road for freight hauling as compared with a road over which G. T. P. trains can run. For an electric line, a railway so to speak, Premier Hazen wishes to offer the same bond guarantee as for a first class steam railroad connecting with the G. T. P. and being operated as a part of the Intercolonial.

There is danger, the gravest danger, for the people of the province in this scheme. There is danger to the people of the valley that they will either be without railroad facilities altogether or they will be at the mercy of the Canadian Pacific which is already so powerful along the valley. There is danger to the people of the province as a whole that they will be called upon to take over in a very few years the enormous liability of \$5,000,000 which Mr Hazen's plan will place upon the province.

The people of the valley want a road and should have a competing line with transcontinental connections. But the people of the valley, no more than the people of any other part of the province, want to have driven through the House by a government majority a bill which may bring the province to bankruptcy.

Intercolonial operation of a high standard road connecting with the Transcontinental at Grand Falls. This is the only plan which will give the valley people the service which they should have and will safeguard their interests and the interests of all the people of the province. This is the only scheme by which the province will receive any return. The Hazen-C. P. R. scheme will not bring one single cent to the provincial treasury.

The Hazen bill once passed, may place on the province a liability of at least \$5,000,000. As Mr Byrne, of Gloucester, pointed out, should the province ever be called upon to meet this liability, there will be no alternative but the imposition of direct taxation.

Properly safeguarded, the Valley Railway proposition would meet with general favor. The Hazen bill does not properly safeguard provincial interests.

Driven through the House by the force of a majority of "stand pat" partisan followers of the government, the bill may pledge the country to the construction of an electric road down the valley of the St John with no through connections, able to carry nothing but local traffic, playing right into the hands of the Canadian Pacific.

Hon Mr Robinson, the leader of the Opposition, in discussing the bill, said that he believed that if the road were constructed up to the Standard of the Transcontinental and connected with the latter railway at Grand Falls, thus being part of an ocean to ocean system between Saint John and Prince Rupert, if it were operated by the Dominion government as part of the Intercolonial Railway on a rental of forty per cent of the gross earnings, if it were a competing line with the Canadian Pacific down the valley, then he favored the scheme. But he was unalterably opposed to a cheap railroad, an electric railroad, a non-competing railroad, a railroad with no guarantee of western connections, a railroad constructed by unknown capitalists.

The Hazen bill which, it is evident, has been drafted to meet the wishes of the Canadian Pacific Railway, refers to intercolonial operation of the proposed line; but such conditions have been placed about the scheme for intercolonial operation as to render it practically impossible for the Dominion authorities to consent to take over the road. In this regard Premier Hazen had departed from his proposition of last year. On the end of the bill he has tacked another proposition, one

making the possible construction of the non-competing electric road with no western connections guaranteed, a local line running from Andover upon the Canadian Pacific to another point on the Canadian Pacific a couple of hundred miles further down the river. It is for such a line that the premier—who spent an hour the other day in dilating upon the benefits of an electric road—would pledge the credit of the province to the extent of \$5,000,000.

Several members of the Opposition have spoken on the bill. Among them have been, Messrs Tweeddale, Upham, Byrne, Sormany, Sweeney and Bentley. A few sentences from some of the speeches will show the attitude of the Opposition.

MR TWEEDDALE

"Any mistake in this matter may work colossal injury to the province."

"I am in favor of Intercolonial operation of the line and connection with the G. T. P."

"The government should have taken action last year to have the company take the necessary preliminary steps and should have laid down the routeing."

"The ministers have been dilly-dallying on their dignity while the country waits for the railroad."

"No business man in the country will endorse the farmer's scheme for a cheap electric railroad with no guarantee of western connection."

"We must have a competing line with transcontinental connection."

"A rattle-trap road such as would come under the Hazen scheme, will demand more men, more fuel, more power, to haul cars than would be required on a good road with good rolling stock to haul fifty cars."

"The adoption of the Hazen scheme might sink the province in ten years."

"Electric operation in this country is experimental. The enormous liability which the Hazen scheme would entail on the province makes this no time for experiments while the people wait for a good road."

"An electric road cannot carry heavy freight."

"Why does the premier want to stop the line at Andover? He cries out his sympathy with the people, but he leaves the people of twenty two miles of fertile country neglected."

"Who are the people that the premier has in mind to favor so much by the construction of this low standard road?"

"If report is true that the C. P. R. is behind this scheme, that great corporation will monopolize the valley."

"Where can the government find sufficient power to operate 200 miles of electric railway?"

"Three years ago Hon Mr Grimmer said a local road would not pay for the grease on the axle wheels. To-day the government proposes a local road, no western connections, and running merely from one point on the C. P. R. to another point on the C. P. R."

MR UPHAM

"I am for the guarantee of bonds to the amount of \$15,000 per mile with I. C. R. operation and G. T. P. connection."

"The government should carry out the wishes of the people. The people want not only better transportation but a competitive line."

"A competitive line will give transportation where none exists now and will remove the grievous burden imposed on the people by the C. P. R."

"This Hazen scheme is electrified C. P. R."

"Why does the government discriminate? Why does it have a higher standard for I. C. R. operation than it has for this company scheme?"

"I am willing to let go my politics to get a railway, but I want a competitive line."

"Intercolonial operation means the extension of the Grand Trunk line, it means through freight, it means reasonable rates."

"There is a nigger in the wood pile somewhere."

"Why doesn't the government give expression to the sentiment of the people as demonstrated in the Valley?"

"Who is behind this company scheme? An unknown person, C. P. R."

DR SORMANY

"I will support a measure providing a trunk line connecting with the G. T. P., and I will support nothing else."

"I will never vote for any scheme that will not guarantee a trunk line."

"I will support the scheme of I. C. R. operation of a road from Grand Falls to Saint John."

"This line must connect with the G. T. P."

## Gould-C. P. R. Deal Valley Road Plan.

Provincial Secretary and W. H. Woods Let Cat Out of the Bag—Fleming Boosts the Electric Line Project.

Fredericton, March 20.—Hon. Mr. Fleming and Mr. Woods let the cat out of the bag in the house on Saturday. While professing to be favorable to Intercolonial operation of the Valley Railway, the government is playing its cards to put through the Gould-C. P. R. deal.

Mr. Woods introduced a bill to incorporate the St. John and Quebec Railway Company—the Gould company. In doing so he said that the purpose of the bill was to give the company power to carry out the already notorious part 3 of the Hazen Valley railway bill. It is noteworthy, moreover, that the Gould bill in its provisions regarding routing is similar to the provisions in part 3 of the government measure.

The provincial secretary, in his speech on the Valley project, made an open reference, in discussing part 3 to "the company which we have been negotiating."

Whether these admissions were made inadvertently or in that spirit of "brazz effrontery" of which Mr. Fleming spoke in another connection, is not known. The fact that they were made remains.

Mr. Fleming made no serious attempt to defend the electric road. The speeches of government members, in fact, are marked by a desire to avoid discussing practical details of the electric project. They do not even attempt to show that it can be operated in the winter time. Since Mr. Hazen's speech on electrification his followers have made it clear that they are either ashamed of the scheme in part 3, or do not know enough about it to defend its details.

This is all the more striking because this is the governments pet scheme. Mr. Fleming did not tell who are in the electric deal; he did not show any evidence of a line through to Quebec or any evidence of competitive rates. He defended the C. P. R. but failed altogether to dispose of the supposed association of Mr. Gould and his friends with that corporation.

Mr. Fleming began with a declaration against allowing political considerations to enter into the Valley project. The apostle of non-partisanship then went on to attack the federal government, Hon. Mr. Pugsley, and Mr. Carvell in particular. Apparently almost nothing was too harsh for him to say of Mr. Carvell.

Mr. Fleming evolved several novel ideas. One was that the connection of the Valley line with the G. T. P. at Grand Falls would not tend to bring through traffic over the former road. The provincial secretary denied that the C. P. R. had any relation to part 3 of the scheme. In contrast with this bare denial was Mr. Fleming's tribute to the greatness of the Canadian Pacific and his attempt to show that the big corporation does not treat the Valley people unfairly.

Another matter that he took up was the question of advantages which would result in the extension of the Valley line through Maine. He conveniently ignored the fact that there is absolutely nothing in the government bill to guarantee such an extension, even if it were granted that such a move would bring all the unmixed benefits of which Mr. Fleming spoke.

In the course of his speech Mr. Fleming referred to the feeling of the people in favor of the Valley Road. Twice he was asked by Mr. Byrne if he would be willing to appeal to the people on the bill as it stands, including part 3. Each time the provincial secretary got over the question by ignoring it.

Mr. Fleming then spoke.

Hon. Mr. Hazen moved that progress be reported.

The speaker resumed the chair and Mr. Hazen asked leave for the committee to sit again on Monday.

Hon. Mr. Hazen moved that the time for the introduction of private bills be extended to include to-day.

Mr. Slipp presented the report of the corporations committee.

The house adjourned at 5:50 p. m.—Times.

Mr. Donald Matheson left this morning to spend Easter at Moncton.

If the interests of the province are to be extended to Quebec.

"The whole scheme is designed to build a branch of the C. P. R."

MR BYRNE

"The government is evidently not desirous of having Intercolonial operation. The ministers are trying to block such operation by imposing impossible conditions upon the Dominion government."