

# The Carleton Sentinel.

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WOODSTOCK, N. B., FRIDAY, DECEMBER 16, 1910

WHOLE No. 3243

## The Blue Front Jewelry Store.

### Our Christmas Wares are Ready For You

This store has long enjoyed the distinction of supremacy in its ability to provide most bountifully for every occasion. At Christmas time this pre-eminence is maintained to the highest degree by our early acquirement of stocks from the manufacturers who produce the most dependable, the most artistic, the most fashionable and the most satisfactory wares for gift-making purposes.

#### Do Your Holiday Shopping Now

It is not only wise it is considerate. Stocks are full, fresh and complete—at their best. Every advantage is to be gained by making your selections now. Store will be open each night.

##### Solid Gold Jewelry

Nothing lends itself more fittingly for gift purposes than some article of solid gold jewelry that may be kept and esteemed forever. No store has ever provided so large an assortment of Beautiful Solid Gold Jewelry for your selection before, and surely never at such remarkably low prices as prevail.

Solid Gold Rings, Bracelets, Chains, Watches, Buttons, Pins and Lockets.

##### Solid Silverware

Our stock of Solid Silver Table Ware is very large and contains nearly all articles commonly used.

Spoons, Knives, Forks, Ladles and Odd Pieces.

Buy Silverware from the Store that offers the greatest assortment to choose from. We know our low prices will please you.

##### Gold Filled Jewelry

Jewelry making science and art have made it possible for everybody to own beautiful and substantial jewelry in rolled plate and gold filled goods that will endure for years. Our stock of this class of jewelry is recommended as economical and guaranteed to be satisfactory.

Gold Filled Bracelets, Locketts, Charms, Chains, Watches, Fobs, Pins, Buttons, Etc

##### Rich Cut Glass

The seeker for dainty, artistic and appropriate Christmas gifts, should not overlook our Cut Glass Department. Our Cut Glass is made by probably the largest cut glass factory in the world, and the cutting, finish and designs are the most beautiful we ever saw. The prices are very low considering the elegant quality of the ware.

Marriage Licenses  
and  
Wedding Rings.

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

KODAKS  
and  
SUPPLIES.

## Vacuum Cleaner to Rent

An excellent way to Clean Carpets in the Fall, thus saving the necessity of taking them off the floors. Apply at the

Woodstock Electric Laundry.

## SPECIAL ANNOUNCEMENT!

We bought in time to save you money. Woollen Goods have all advanced; but we are pleased to announce to our patrons for

### CHRISTMAS TRADE

that we are still able to sell at the old prices.

Suits which sell elsewhere for \$23.00  
WE SELL for \$20.00.

A similar difference in price in all our Woollen Goods.

Look at our Goods and our Prices, compare with others, and then you will buy FROM us.

Merchant  
Tailoring.

R. B. JONES CO. Ltd

MANCHESTER HOUSE

Our Aim is: SATISFACTION TO ALL.

Buttons  
Covered

## BRITAIN HAS A LONG NAVAL LEAD

### UNITED STATES YEAR BOOK GIVES HER A THREE-POWER STANDARD

#### CLOSE RACE FOR SECOND

(Telegraph.)

Washington, Dec. 11.—The United States closes another year in second place among the world's naval powers. The race between Great Britain and Germany has not yet brought Germany up to the United States, in the number of battleships afloat, but in ships projected and in the total number of war vessels of all kinds, Germany will crowd the United States to third place.

These facts are shown in the new navy year book, prepared by Pilman Pulsifer, clerk to the senate committee on naval affairs, and soon to be issued.

In armored cruisers, although the technical divisions made by the United States indicate Germany to have more than this country, the actual strength of the United States exceeds that of its European rival.

"Notwithstanding the continued hustling of Germany to overcome Great Britain's plan of a two-power navy, the United States is nearly, if not quite abreast of Germany, weighing all points which make for efficiency," says Mr. Pulsifer. "In battleships completed, both in number and displacement, the United States leads Germany. Including battleships completed, under construction and provided for, the number of each country is identical, while the United States exceeds Germany in total battleship tonnage."

#### HOW THEY RANK.

The compilations of Mr. Pulsifer show the world's powers to rank as follows, as to completed ships:

	Number	Total	Ton- large
		ships.	nage. guns.
Great Britain	472	1,859,168	288
United States	152	717,702	136
Germany	209	666,035	100
France	503	556,306	57
Japan	169	413,291	60
Russia	201	284,113	30
Italy	114	219,959	36

In ships completed, building and provided for by the various countries, Germany's number rises to 255, with a displacement of 963,845 tons; the United States has 177, with a displacement of 873,152.

"Including naval vessels of all classes," says Mr. Pulsifer, "in total number Germany is ahead of the

United States. It should be stated in favor of the United States, that her navy is the youngest navy in the world. In armored cruisers, Germany outnumbers the United States, both in those built and those building, if the classification of our navy department is followed; but if the three cruisers, Charleston, Milwaukee and St. Louis are considered as armored cruisers, and they are so reckoned by foreign authorities, then the United States would be ahead in number and displacement of this class of vessels."

#### BRITAIN'S LONG LEAD

In the dreadnought type, including armored cruisers as well as the newer battleships, the fierce race between England and Germany is most clearly shown. At present the floating navies of the three leading powers contain dreadnought type-vessels as follows:

England 11, with displacement of 203,100 tons; United States 4, displacement 72,000; Germany 4, displacement 72,000.

When the vessels now being constructed, and those for which funds have been provided are completed, the dreadnought strength of the three countries will be England 27, with displacement of 558,900 tons; Germany 17, displacement 357,000; United States 10, displacement 221,650 tons.

Mr. Pulsifer finds little to commend in the constantly increasing size of ships. Brazil's new 32,000 ton battleship is the largest now building. "I do not profess to have any technical knowledge of ship building," he says, "but as an interested layman I believe it has not yet been shown that there is any better ship than the Michigan and South Carolina, each of which has a tonnage of 16,000 and carries eight 12-inch guns, which can all be used in broadside fire. When one considers that the larger ship presents a much larger target and is less widely than the smaller ship; it is unable to enter harbors which can accommodate the smaller ships, and that there is greater difficulty in docking these larger ships, it would seem that we should slow up some in this unusual mania for large and still larger ships."

## DR. PARKIN SCORES BOURASSA AND HIS FOLLOWERS

Warns Them That Their Course May Isolate Quebec from the Rest of the Empire and Shatter French-Canadian Influence.

Montreal, Dec. 12.—A clear note of warning was today sounded by Dr. G. B. Parkin, C. M. G., against the Nationalist and anti-naval tendencies which are being exhibited in certain portions of Canada, and especially in the province of Quebec, at the present time.

While Dr. Parkin, in addressing the Woman's Canadian Club, chose the story of Cecil Rhodes and his work for the empire as his theme, this naturally led him to speak as the ardent protagonist of imperial sentiment and work, which has long been his life effort.

After dealing at length with Rhodes' personality, ideals and career, as well as the work he planned to go on after his death, Dr. Parkin said that while in Montreal and this province he must deal with two subjects, anti-naval sentiment, and the so-called "Nationalist" movement, which latter, he intimated, might

with better justice be called provincialism.

He plainly warned Mr. Bourassa and his followers that if they succeeded in isolating Quebec from the rest of the empire, it would be the rest that would be sorry for them and, further, that such a course would mean that Sir Wilfrid Laurier would be the last of his race who could ever rise to his present commanding position as premier of Canada and its representative in the empire.

## REV. MR. IRELAND WILL STAY IN WOODSTOCK UNTIL MARCH 1ST.

The St. John Globe in its report of the Presbytery meeting says:—Rev. Mr. Ireland's resignation as pastor of the Woodstock church was read, and Rev. Mr. Gibson was called to the chair by the retiring moderator.

Messrs. Brown and Sutton, members of the Woodstock church, spoke warmly of the relations existing between Rev. Mr. Ireland and his parishioners, of the lasting good he had accomplished, and regretting his intended departure, implored him to reconsider.

Rev. Mr. Gibson alluded to the gratification that must be Mr. Ireland's in having so satisfactorily ad-

## F. B. CARVELL FAVOURS THE TAKING OVER OF BRANCH LINES

### ASSERTS RIGHTS OF PROVINCE

From the Hansard of Dec. 12, we reprint the speech of Mr. Carvell on the question of the I. C. R. extension.

Mr. F. B. CARVELL (Carleton, N. B.) I have no knowledge of the local conditions sought to be remedied by the mover of this resolution, the hon. member for North Cape Breton (Mr. McKenzie), and I will not take up the time of the House for more than a few minutes in speaking of the principles on which to my mind this matter should be decided. I discussed this question at some length last year, at the time the resolution moved by the hon. member for Hants (Mr. Black), in favour of the Intercolonial railway being handed over to one of the great companies was under discussion. There is no portion of the Intercolonial railway in my constituency, and therefore I have no personal interest in the question. But, living as I do in the maritime provinces, and knowing something of the business interests there, I think I am in a position to form an idea of what the wishes of the people are. I agree with the hon. member for Richmond (Mr. Kys) in the statement that either the Intercolonial should develop the territory which it occupies, or it should be handed over to one of the great companies; and had I been in a position to have decided this question forty years ago, with the knowledge we have at the present time, I am very doubtful whether I would have been in favor of a government owned railway. I do not believe in government ownership of anything if you can have company ownership; but we must not forget that confederation could only have been brought about by the promise to build the Intercolonial railway. That was a compact entered into and carried out and it must be continued. My hon. friend from Hants

says that he believes that if a poll of the members from Nova Scotia were taken, a majority would vote in favour of disposing of the road to one of the great companies. I think he will take good care not to take the poll; but if he does, I very much doubt that he will find the members from Nova Scotia voting as he thinks they will. I can assure him, so far as the members from New Brunswick are concerned, that every one of them would vote in favour of continuing the Intercolonial as a government road, only they would desire it to be made a better road to serve the people than it is at the present time. I do not believe that any public utility can be operated as cheaply by a government as by a company. But he must remember that while it costs more to operate a government owned utility, yet in ninety-nine cases out of one hundred it will give us better service than a company owned utility. When our hon. friends from Nova Scotia talk about disposing of the Intercolonial, I am afraid they do not understand the conditions existing on company-owned roads. I am safe in saying that the Intercolonial railway affords double or treble the accommodation that is afforded by company-owned roads. It gives us express trains where company-owned roads would not give us accommodation trains. When the hon. member for Westmorland was Minister of Railways in 1906, he placed before this House a comparative statement of the rates charged on the Intercolonial railway at that time, and I understand they are the same to-day, as compared with those charged by company-owned roads, and this statement shows that in every case the former were from thirty-five to forty per cent less for equal distances.

(Continued on second page)

## TWO NOTABLE SPEECHES

(Mail)

In Woodstock the other evening Hon. J. K. Flemming and Mr. Donald Munro, M. P. P., addressed a meeting of the Junior Conservative Club. We have it on the authority of The Woodstock Press that "Two Notable Speeches" were made. As The Press is the recognized Conservative organ in Carleton County, its report of these speeches may safely be accepted as accurate.

Mr. Munro gave the Hazen government a glowing certificate of character. This is one of the respects in which the Carleton member studiously follows the example of his leader, the Premier. Mr. Munro also told the people how faithfully he had served their interests. Wisely, and perhaps, modestly, however, he refrained from saying whether or not his work met with the people's approval.

ministered to his people for the past twelve years.

Mr. Ireland said, in view of the kind words of the Woodstock representation, and the statement of their embarrassing position, he would agree not to have his resignation take effect until March 1st.

Other members of the Presbytery spoke of Mr. Ireland's excellent and active career and urged him to consider if he could not remain in the east.

A motion moved by Mr. Murray, seconded by Mr. Anderson, that Mr. Ireland's resignation be accepted after the first Sunday in March, was carried.

Rev. Mr. McDonald, of Richmond, was appointed to declare the pulpit vacant after the resignation takes effect.

Rev. Frank Baird, Sussex, was appointed chairman of the augmentation committee, pro tem, in place of Mr. Ireland.

He certified to the honesty of the government in collecting territorial revenue, and carefully slipped over the fact that the government is depleting New Brunswick's forest wealth by allowing small logs to be cut, thus endangering the future of the province in a very serious respect.

Mr. Munro glibly told his hearers that the present government spends more on the roads and bridges and education than did the former ministry. He conveniently failed to mention the fact that under the Hazen government the road taxes are much greater than they were before the present administration took office. He also conveniently failed to mention that in the fall of 1908, in the desperate effort to secure the election of Conservative federal candidates in New Brunswick, the Hazen government deliberately squandered thousands of dollars of the people's road money in useless work. Further, he conveniently failed to point out that thousands of dollars of the people's money have been wasted under Premier Hazen's system of carrying on bridge work under the "no tender" system, of allowing bridge work to be done without proper inspection, and of permitting private citizens—of the government political faith, of course—to order bridge work done without any authority whatever from the Public Works Department.

This much credit must be given to Mr. Munro: He admitted that there are features in the present road act "that might be improved." He also made the tacit admission that the Hazen road act has not been giving general satisfaction when he said that, "If the present act was given a fair trial it would be found satisfactory." But he did not explain just why it is that with greatly increased taxes under a new act he is forced to see that the law is not giving satisfaction and the people, regardless of politics, have been crying

(Continued on second page.)