

The Carleton Sentinel.

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WOODSTOCK, N. B., FRIDAY, APRIL 29, 1910.

WHOLE No. 3211

Watch-Buying Advice

- Intelligent watch-buying requires judgment on your part in two things, the case and the works.
- These two items that constitute a watch are obtained by the jeweler from two factories that are unrelated. The works are fitted into the cases by the jeweler and the price of the completed watch depends on the cost of the two.
- Thus, you can buy a very fine case containing a cheap movement, and think you are getting a bargain, or you can buy a cheap case containing a fine movement and be deceived again.
- It is the proper combination of the two that makes the watch of worth.
- No Watch Deception at our store.
- We guarantee our Watch Repairing to be the best that can be done.

Marriage Licenses and Wedding Rings. **JEWELER** *H. D. Balling* 30 MAIN ST. WOODSTOCK, N.B. **KODAKS and SUPPLIES.** **OPTICIAN**

Electric Vacuum Cleaner TO RENT

During the Housecleaning Season.

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

Woodstock Electric Laundry.

Men's Shirts FOR SPRING.

Our new and complete range of Negligee Shirts are here and open for inspection. They comprise all the New Patterns of the Season.

Black and White are Very New. JUST SEE THEM.

Black and White Stripe Shirts, Cuffs separate or attached, \$1.00 and \$1.25.
Other Colors and Patterns, 50c to \$1.50.
Shirts with Soft Collars, 50c to \$1.25.

Come in and See Our New Ties

They are the Newest the Market Provides.

Merchandise **R. B. JONES CO. Ltd** Buttons Covered **Manchester House.**

A Comparison of Parts 2 and 3 of Mr. Hazen's Wonderful Railway Act, Placed in Parallel Columns.

The Woodstock Press states that the comparison of parts 2 and 3 of Mr. Hazen's Railway policy as published in our issue of 15th inst. is untrue. For their benefit and also of the public we are again printing the article in this issue.

We are giving the sections from which every statement is taken and we would like for our contemporary, or any of its legal friends, to point out wherein any statement in this article is not absolutely correct.

I. C. R. RY. SCHEME. GOULD C. P. R. ELECTRIC SCHEME.

SPECIFICATION.

The highest standard of any road in America, four tenth grades, which means only 21 feet per mile, eighty pound rails and everything else in proportion. Sec. 16.

No limitation excepting the grades must not be greater than those of the I. C. R. through New Brunswick which in some cases mean one hundred feet to the mile. Sec. 31.

POWER.

Steam. Steam or electricity or both or anything the C. P. R. may wish.

INTEREST GUARANTEE

Before any bonds can be guaranteed actual money or security must be deposited for the whole amount of interest during the cost of construction which, with cost of surveys will not be less than half a million, upon which no interest is to be allowed. Sec. 10.

A guarantee with sureties to the satisfaction of the Lieutenant Governor in Council but neither money or security to be deposited. Sec. 28.

40 per cent of gross earnings with Government of Canada for Paymaster. Sec. 11.

\$3,000 per mile, to be kept out of subsidy and still leave ample funds to build their cheap line, the Company to be allowed interest on all amounts not required for payment of interest charges. Sec. 29.

SECURITY.

40 per cent on gross earnings of the road for all time with a mortgage upon a first class road with all equipment, rights and franchises. Secs. 9 and 11.

HOW GUARANTEED.

Each ten mile section only after construction or after sufficient work done to make a completed ten mile section. Sec. 7.

The whole amount for the total road in block before the house upon it—a subject which had been investigated by an arbitration in the province of New Brunswick under the direction of the provincial government at a cost of from \$12,000 to \$15,000, and which his own friends in the provincial legislature had not the courage to refer to when the report was laid on the table of the house, and the matter has not been referred to in the province of New Brunswick from that day to this. Now, he has used three hours and a half of the time of this house in the closing days of this session to discuss a matter which is so paltry that it seems to me even the hon member for York might have been ashamed to have discussed it in the manner he has done.

BONDING PRIVILEGES.

Only \$25,000. per mile for the highest class road in America. Sec. 4.

CONDITIONS.

Must have contract with the Government of Canada for subsidy and to take over the road and operate it and no power to lease or contract with any Company other than the Government of Canada. Secs. 11 and 12.

LOCATION.

Must extend from Grand Falls to St. John. Anywhere so long as it has C. P. R. at both ends.

INTENTION.

If possible, by any means in their power, to prevent the operation by the C. P. R.

RESULTS.

The best road in America together with the cheapest freight rates.

Absolute C. P. R. monopoly for all time together with half a million dollars boodle, in case no Dominion Subsidy is granted and if granted, one million dollars at least.

A careful perusal of the above should convince any elector, no matter what his politics, of the complete surrender of Messrs Hazen and Flemming to the C. P. R. interests, and it is only after a careful comparison of the two schemes that the real iniquity is fully apparent. It must have taken more than one private car ride to have accomplished such results.

Electric Laundry vs. Chinese

The following comes to our hands from the Woodstock Laundry, with the statement that they have no desire to determine for anyone where they should have their laundry work done, but would like everyone interested to answer for themselves the following questions:—

"1. Is the Chinaman personally clean, or unclean; is his plant sanitary or unsanitary?"

"2. Who brought the bubonic plague to America?"

"3. Is it sanitary to have your clothes sprinkled from the mouth of an individual?"

"4. Do you realize that the Chinaman eats, drinks, smokes and sleeps in the place where your laundry work is handled?"

"5. Do you know that he works in the day time and the night time, and from 14 to 18 hours out of every 24, and that this is a menace to every laboring man, and in the laundry business a particular menace to every honest woman or girl who tries to make her living in competition with that Chinaman?"

"6. Do you realize that of every dollar paid to the Chinaman, 95 cents goes back to China, and he lives on the other

5 cents? Do you know that in the Town of Woodstock a very large amount of money is paid for laundry work to Chinamen who send it back to China, and that there is no earthly chance for a white man to get any portion of it back in business exchange; that it is never spent for amusement, or luxuries, or anything else by which you may be endeavoring to make money for the support of your family and your old age?"

"7. Is it Canadian or un-Canadian to do business where there is no chance of reciprocity, where, when you pay out money, there is no chance of getting any of it back?"

"8. Will these questions cause you to look at the employment of Chinese labour in a broader light than heretofore, and will it result in your individual recognition of what the whole world knows to be a cause for careful consideration, if not for apprehension, namely—THE YELLOW PERIL."

"As long as we are in the laundry business, and employ female help we will do all that we can to aid them in their struggle for existence in competition with Chinamen. We therefore seek to know how to restrict the Chinese business so that, if possible, we may hasten his return to the country from which he came."

Mr. Carvell's Masterly Speech

Exposing Weakness and Animus of O. S. Crockett's Sawdust Wharf Slanders.

A Few Pages from the Hansard Report of the Debate Which Closed With a Majority of 48 Against the Crockett Amendment—M. P. for Carleton County in Hard Hitting Speech Dealt With the Facts—"The Richibucto Novel."

Following is the Hansard report of the first part of the proceedings in the house of commons on April 21 when the Richibucto, wharf purchase was under discussion. At the conclusion of the debate, as told in our despatches the Crockett amendment was defeated by the overwhelming majority of forty-eight. Hansard follows: House resumed the adjourned debate on the motion of Mr Fielding "That Mr Speaker do now leave the chair for the house to go into committee of supply," and the proposed amendment of Mr Crockett thereto.

Mr F B Carvell (Carleton, N. B.)—Mr Speaker, I desire as briefly as possible to review some of the facts in this case, which my hon. friend from York (Mr Crockett) discussed for three hours and a half yesterday afternoon; and it seemed to me that just before he closed he was attempting to take away from the hon member from Selkirk (Mr Bradbury) the distinction which he holds of having made the longest speech on record during the present session. If the hon member for York could have held out for another forty-minutes, I think he would have carried off the palm; and as he spent three-quarters of his time in reading disjointed portions of the evidence, if he had read a little more, he would have occupied four hours and ten minutes and could have gone back to New Brunswick with a record equal to that which he established last year. It is remarkable that his record of last year was made in an attempt to besmirch the character of the minister of public works, and he attempted to make his record this year with the same object in view. If he does not succeed any better on the present occasion than he did last year, he will have spent a lot of energy and wasted a great deal of the time of this house in a very useless way. My hon friend spent four hours last year on a subject to him of so much importance that he divided the house upon it—a subject which had been investigated by an arbitration in the province of New Brunswick under the direction of the provincial government at a cost of from \$12,000 to \$15,000, and which his own friends in the provincial legislature had not the courage to refer to when the report was laid on the table of the house, and the matter has not been referred to in the province of New Brunswick from that day to this. Now, he has used three hours and a half of the time of this house in the closing days of this session to discuss a matter which is so paltry that it seems to me even the hon member for York might have been ashamed to have discussed it in the manner he has done.

THE QUESTIONS AT ISSUE.

Now that is the spirit in which my hon. friend approached this matter. That is the spirit in which he conducted the examination of the witnesses. That is the spirit in which he approached the matter last evening, and that is the spirit in which he has discussed the matter from the very beginning. As I understood him last evening the case resolved itself into two branches. The first is whether there was any collusion between the minister of public works or any official of his department, and Mr Murray, in the purchase of this wharf, and the second is, though my hon. friend tried to slide over it, the value of the property. It may be interesting to some members of the house who have not been members of the committee and who have not followed the discussion, to give a short history of the transaction from the beginning. The village of town of Richibucto is a town of about 1,000 people. It is the shiretown of the county of Kent. It is the centre of a large lumbering industry and the centre of the most important fishing industry in the province of New Brunswick. There is one railway which enters the town, the Kent Northern Railway. It is an independent railway which should be and will be, I hope in the near future, a branch of the Intercolonial Railway. The railway enters the town in the rear, and at a point probably a quarter of a mile from the waterfront. For a number of years there has been a spur running down from what is called the municipal wharf to the waterfront, but the municipal wharf was only 120 feet in width and when a car was sent down to the wharf, it was impossible to turn it around and lay it alongside the wharf, and any freight to be transhipped from a vessel had to be placed on the wharf and carried around to the car. There is no doubt, however, that the people of Richibucto, the owners of the railway, everybody concerned, were anxious to have these wharf facilities extended for the transhipment of freight between the water and the railway, and with that object in view, in the month of March, 1908, the Department of Public Works purchased from the municipality of Kent this wharf that is called the municipal wharf, for which they paid \$1,500 and on which they have already expended \$5,000 to place it in proper condition. My honorable friend did not hesitate to say yesterday that this wharf was a wharf in a splendid condition all equipped with a railway tract upon it for use, and thought it had only cost \$1,500. He used the argument in order to show that the other wharf property with which I will deal later, was not worth nearly so much as the municipal wharf. Now, if the wharf was fully equipped, if it required nothing more to make it a workable wharf, it is reasonable that the Department of Public Works would have spent \$5,000 already in order to bring it to the condition in which it ought to be. More than that my honorable friend made this statement with the fact staring him in the face that the resident engineer submitted a report that it would require \$11,000 to rebuild this wharf and place it in the condition in which it ought to be. Then there is no doubt that the owners of the Kent Northern railway, with which Mr T O Murray is connected, wanted further accommodation. I am not going to discuss Mr Murray. He is only a human being and he is doing exactly what hundreds of other people all over the country are doing. He realized that in order to make this railway profitable he must be able to tranship

freight from the water to the railway in order to benefit the town of Richibucto. It was necessary to have more wharfage facilities in the town of Richibucto and there is no doubt that he did what he could to secure the additional accommodation. He bought this wharf, this property we are discussing, from Mr O'Leary for the sum of \$700. Now my honorable friend says because he got this property for that amount of money, and sold it for \$5,000 that this is evidence of collusion between him and the department, and evidence of bad faith on the part of every person connected with this transaction, from the minister to Mr Murray.

EVIDENCE AS TO VALUE.

I do not propose to discuss the question of good or bad faith. So far as the Minister of Public Works is concerned, he is perfectly capable of looking after himself. I do, however, propose to discuss this matter to some extent along the lines of what the evidence adduce in that connection, and then I want to discuss it to some extent along the line of value. My honorable friend contends in the first place that Mr Murray first went to O'Leary and wanted to buy the wharf, and then hid himself off to Ottawa and made a trade with the Minister of Public Works. Well, Sir, I am not going to read the evidence as my honorable friend did. I am only going to show—have on page 6 of this evidence—the positive statement of Mr Murray that he never spoke to Mr O'Leary in his life before he went to Ottawa and that what Mr O'Leary stated about that is untrue, or rather it is a case of bad recollection, if you want it put in that way. I know my honorable friends will say, Murray a perjurer and therefore that we should not endeavor to give his evidence any credence. Well, before I am through, I will try to show without any spirit of animosity to Mr O'Leary, that Mr O'Leary's evidence is not worthy of any more credence than is the evidence of Mr Murray, or half a dozen other gentlemen who have given evidence in the matter. I am sorry Mr O'Leary finds himself in an unpleasant position at the present time; I am very sorry that Mr O'Leary has been dragged into the net of my honorable friend (Mr Crockett) and his friends over this transaction. I can only say that if Mr O'Leary wishes to hunt with the member for York he must take his share of the game, no matter what it may be. In the province of New Brunswick Mr O'Leary and my honorable friend (Mr Crockett) are not getting any sympathy. In fact this matter has become so much of a laughing stock that one witness referred to it as the Richibucto novel. Mr Crockett—What witness?

"THE RICHIBUCTO NOVEL."

Mr Carvell—Andrew Loggie. It is called the Richibucto novel because in the opinion of this witness it had a great deal more fiction than fact in it, and I think it is well named. Mr Murray did go to Ottawa to see the Minister of Public Works on other matters, and he says this question of the wharf was never referred to at all. Later on he bought this property from Mr O'Leary for the sum of \$700 and he at once entered into negotiations with the department to sell it to them. Now, I am not trying to slide that over in any particular whatever. I want to make that just as plain as I can make it, that as soon as he got this wharf he started out to sell it to the department. I have no doubt that when he bought this wharf he bought it with the hope that he might sell it to the department and get better wharfage facilities for the transhipment of freight from the water to the cars. I am not holding up Mr Murray as immaculate in this transaction. No man can read the evidence without admitting that Mr Murray was working for himself, but I do deny that there was anything corrupt in the transaction so far as the department is concerned. Now I come next to the value of the property. My honorable friend read the evidence last night, as I have already said, for nearly three and a half hours, but it is a remarkable thing and it must have taken a great deal of research on his part to have been able to read so much evidence and studiously avoid referring to the value of this property, except in the evidence of Mr O'Leary. It is another remarkable fact—

(Continued on fifth page)