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WHOLE No 3239

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For these three seasonable lines we are offering for One Week
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In Cotton, Lisle and Silk Lisle, Black, Tan, Navy, Pesoda, Wine, and Fancy Patterns,
Regular 25 and 30c, now 20c pair

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In Mohair ends, fine webs, metal cast off, new stock—regular 25 and 35c, now 20c pair

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CARVELL AND VICTORY THE SLOGAN OF MONDAY'S GREAT CONVENTION

Carleton's Able Representative in
last Parliament Unanimous Choice
of Greatest Convention Ever Held
in the County--Many Conserva-
tives Present to Range Themselves
With Candidate in the Battle for
Reciprocity and Wider Markets
—Delegates Eager for the Struggle
and Confident of Victory--Carvell's
Fine Speech--The Issues Discussed

At a convention which was at once the largest and the most enthusiastic which has ever been held in Carleton county F. B. Carvell was nominated on Monday evening as the Liberal standard-bearer in the coming campaign.

The convention, which was held in the Hayden-Gibson Theatre, was attended by representative men from all parts of the county. Every polling division in the constituency was represented and from many of them came unusually large delegations. From Hartland alone, for instance, there came more than 100 delegates, a fact which gave unmistakable testimony to the strength of the reciprocity cause at the very door of Hon. J. K. Flemming, the Conservative Provincial Secretary, who has denounced the proposed trade agreement in the bitterest of language.

It was noteworthy that among those who attended the convention and were most enthusiastic in their approval of reciprocity were numbers of men who in other years have been opponents of the Liberal government and Mr. Carvell. Men who for years followed the Conservative party were present to show their disapproval of the course of that party to-day in opposing the plan to enlarge Canada's markets and to show their intention of working to bring about the consummation of the agreement now before the people. More than that, many of them were able to tell of other Conservatives who in this campaign are going to put their country before their party and to vote in favor of "Carvell and Larger Markets."

Of the delegates who have been allied with the Liberal party in the past every man was able to report that he had never seen the prospects of that party so bright as they are to-day. Practically every man was able to tell of Conservatives among his acquaintances who on September 21st will vote in favor of reciprocity as a measure calculated to advance their own interests and the interests of the country as a whole. All reported the party workers in fine fettle, ready and eager to measure their strength with the opponents of the policy which aims to "Let the Farmer Have His Turn."

In his speech accepting the nomination Mr. Carvell made a splendid impression. Again and again he was heartily cheered as he pointed out some of the benefits which will accrue to the Canadian people on the adoption of the reciprocity agreement and as he ridiculed the absurd so-called "loyalty" cry raised by some Conservatives in the vain effort to stem the tide in favor of Better Markets.

One especially interesting part of his speech was that in which he referred to the fact that for years the Conservative party was flat-footed in support of reciprocity. In this connection Mr. Carvell read an extract from the election card of Colonel D. McLeod Vince, published when that gentleman was the Conservative candidate in Carleton in 1891. In that card Mr. Vince declared himself unqualifiedly favorable to reciprocity.

Mr. Carvell also had something to say in regard to the Valley Railway project. He was able to tell the convention that to-day an agreement has been drawn up between the Dominion government, the Provincial government and the Quebec and New Brunswick Railway Company (the Gould company) under which, if the Hazen ministry carries out its part of the agreement, the people of the Valley will have a high-grade, steam road running from Grand Falls to St. John and operated for 99 years as a part of the Intercolonial.

An interesting fact brought to light by Mr. Carvell was that in this agreement, which was reached some three weeks ago, the Provincial government admits that Intercolonial operation was impossible under the legislation Premier Hazen passed some time ago and they agree further to amend that legislation at the coming session of the Legislature. It will be remembered that Mr. Carvell

many months ago declared again and again that I. C. R. operation was impossible under the existing Hazen legislation, and just as often he was declared a "blocker" by the Hazen-Flemming forces. Now, however, his position has been splendidly vindicated and the justice of his claims admitted by the Hazen ministers themselves in the agreement to which they are a party.

If the Hazen government carries out its part of the agreement some preliminary work on the road can be started this year and actual construction begun next spring. The Dominion government, thanks to the efforts of Mr. Carvell and Hon. Mr. Pugsley, will not only give the double subsidy for the road but will also bear part of the cost of three large bridges which will be necessary.

When the convention was called to order by Councillor John Perry, O. Simonds, some 600 delegates were present. About the stage were banners bearing such mottoes as "Vote for Carvell and Reciprocity," "Vote for Carvell and the Larger Markets" while in the centre hung one which bore the slogan of victory—"Let the Farmer Have His Turn."

Among those on the platform with the chairman were:—J. L. Merithew, Thomas Bohan, W. L. McCain, Geo. McLeod, John Bloodworth, E. D. Phillips, E. R. Squires, Delancy Foster, Max Donnelly, William Orls, Arthur Ruff and Pennington McDougall.

After a few words regarding the purpose of the convention Coun. Hazen at once tried to get out of Perry asked for nominations. The name of Mr. Carvell was brought before the convention by Mr. C. E. Gallagher, of Bath, seconded by Councillor John Kinney, of the Parish of Kent. The nomination was received with a burst of applause and was made unanimous by a standing vote amidst great cheering.

When Mr. Carvell made his way to the platform he was greeted by a veritable storm of cheers. After the applause had died away he spoke in part as follows:—

Mr. Chairman and Gentlemen,—I hardly know how to thank you for your kindness to me in tendering me this unanimous nomination and in giving me this splendid welcome to-night, for I believe that you are everyone sincere in what you have done. I am not vain enough to believe that you are sincere simply for my sake but I believe that you are sincere for your own sakes. I do not intend to review my course as your representative during the past seven years. You know what my conduct has been. I may not have been able to do all that you have wished me to do. I have not done all that I would have liked to have done myself but I can say, so far as has laid in my power I have tried to serve the interests of my constituents, of the province and of the Dominion.

Let me say, Mr. Chairman, that it is my intention if possible to visit every man in the county before polling day. It is not always easy for a candidate to do that but I feel that it is a duty owed to the people.

Since the people think enough of a man to repose confidence in him as a candidate he certainly owes them something. Before I come to a brief discussion of the great issue of this campaign I want to say just a word about organization. Start right now, gentlemen, and keep up the work. In my opinion the organization which we had during the last campaign was about as nearly perfect as it is possible to have organization. I hope that we will repeat our success along that line this year. I see here to-night representatives from every polling district. I know them all. I know what they and their friends have done in the past and I KNOW THAT IF WE GET OUR COMMITTEES FORMED PROMPTLY AND GET TO WORK THERE CAN BE ONE RESULT ONLY IN THIS CONTEST.

Now, Mr. Chairman, it is not my intention in this campaign to make the Valley Railway question an issue. If my opponents attempt to do so why, of course, I shall meet them but for my own part I do not intend to force that question forward. However, that question interests a good many of the people of Carleton and it is perhaps right that I should take up a little time to night in discussing it.

You will all remember that two years ago the Provincial government asked for Intercolonial operation of the proposed Valley road and promised a guarantee of bonds for a road so operated. The Dominion government agreed to have the line operated by the Intercolonial and Premier Hazen at once tried to get out of any such arrangement. Then last winter, as you all know, he turned down Mr. Thomas Malcolm's offer to construct the road under the I. R. C. operation scheme.

Now I want to be perfectly candid about this matter and I am perfectly ready to admit that I have always refused to support the granting of the Dominion subsidy for any cheap electric road from Mars Hill to Westfield or anything of the kind. BUT I AM GLAD TO BE ABLE TO SAY TO-NIGHT THAT, PARTLY THROUGH MY EFFORTS, AN AGREEMENT HAS BEEN DRAWN UP BETWEEN THE DOMINION AND THE PROVINCIAL GOVERNMENTS AND THE QUEBEC AND NEW BRUNSWICK RAILWAY COMPANY UNDER WHICH, IF THE PROVINCIAL MINISTRY CARRIES OUT ITS PART OF THE AGREEMENT, THE PEOPLE WILL HAVE A HIGH GRADE, STEAM ROAD. This agreement was given to the Provincial government about three weeks ago. At that time Hon. Mr. Flemming asked for a little time. For what? Why, as he said, to investigate the financial standing of Mr. A. R. Gould, of the railway company, though two years ago he and the other members of the Hazen government and their newspapers were telling us that Mr. Gould's standing was all that could be desired.

The Dominion government has agreed to give the full subsidy for this road and, more than that, to bear one third of the cost of the construction of a bridge at Andover, one below Fredericton and one across

the Kennebecasis. This will be for a high grade, steam road running from Grand Falls, where it will get transcontinental connection with the Grand Trunk Pacific, to the city of St. John. Mr. Flemming has agreed that the local government will sign a contract for the construction of this road under the agreement which has been reached and IF HIS PROMISE IS CARRIED OUT THE WORK OF CONSTRUCTING THE ROAD SHOULD BE STARTED IN EARLIEST NEXT SPRING.

I have been informed that some of my opponents in this county have been going around promising certain people jobs on this road. Well if that is so I simply want to say that they are putting up the biggest bluff they've tried in the past two years and a half. I am not at liberty to make public the details of the agreement which has been reached but when they are given out you will see just how big their bluff is.

As I have said the road constructed under this agreement will be a high grade steam line running to St. John and operated by the Intercolonial. IT WON'T GET NEAR THE C. P. R. ANYWHERE EXCEPT TO CROSS IT. Thus, to many people in the county it will bring splendid steam railroad facilities for the first time. From Grand Falls to Andover it will run on the eastern side of the river; from Andover to a point called The Mistake below Fredericton it will run on the west of the river and then into St. John on the east again.

Some of you may ask why, if this agreement has been reached, work cannot be started this fall. Well, probably some little preliminary work could be done this season but you will remember that after Premier Hazen passed his Valley Road legislation I told his government and I told the people that under that legislation I. R. C. operation was made an impossibility. This I told them again and again, and as often as I did so they laughed at me and shouted out that I was trying to block the construction of the road. IN THE AGREEMENT WHICH HAS JUST BEEN DRAWN UP THESE PEOPLE WHO LAUGHED AT ME BEFORE NOW ADMIT THAT I WAS RIGHT AND THEY PROMISE TO CHANGE THEIR LEGISLATION AT THE NEXT SESSION OF THE PROVINCIAL HOUSE. AND BECAUSE THEY HAVE TO CHANGE THAT LEGISLATION IS THE REASON THE ROAD CAN'T BE STARTED THIS FALL.

Another thing which I drew to their attention months ago was the fact that unless they got to work actively to bring about the construction of the road their legislation would lapse since a date in June, 1911, was specially named in that legislation for its expiry. They did nothing and the legislation did run out and to-day they can't legally guarantee the bonds for the road. They can't guarantee those bonds until their legislation is changed.

As I told you, I'm not going to talk Valley Railway in this campaign as an issue but I thought it well to go into the matter briefly this evening. The Valley Railway problem is settled now the only way it will be settled. If Mr. Flemming and his friends will keep the agreement and sign the contract the people will have a good road operated by the Intercolonial. If my opponent in this campaign, whoever he may be, wants to take credit to himself for helping the construction of the Valley Road forward just ask him exactly what he and his friends did to get a good railroad for the people and ask him to tell you, if he will, what they did to get a poor one.

Now as to the big issue in this campaign—reciprocity. I realize that this question interests the people of Canada more than any other question in my time has interested them, and it is well that this is the case.

(Continued on page four.)