

# The Carleton Sentinel.

VOL. 63. No. 21

WOODSTOCK, N. B., FRIDAY, MAY 26, 1911

WHOLE No 3230

## A New Line of Souvenir Goods Has Just Arrived

¶ We carry a good line of Kodaks and Supplies that are always fresh  
¶ Our Repair Work is always the best, and done in the most up-to-date manner

¶ Prompt Attention Given all Mail Orders

Marriage Licenses  
and  
Wedding Rings.

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

KODAKS  
and  
SUPPLIES.

### The Blue Front Jewelry Store

## OUR VACUUM CLEANER

is now ready for use, on reasonable terms. Apply to

WOODSTOCK ELECTRIC LAUNDRY

## We Have a Cap for Every Head

and at prices for every purse

Our stock of caps is the largest and best assortment of styles and patterns ever shown in town

Men's and Youth's Caps 25c to \$1.25

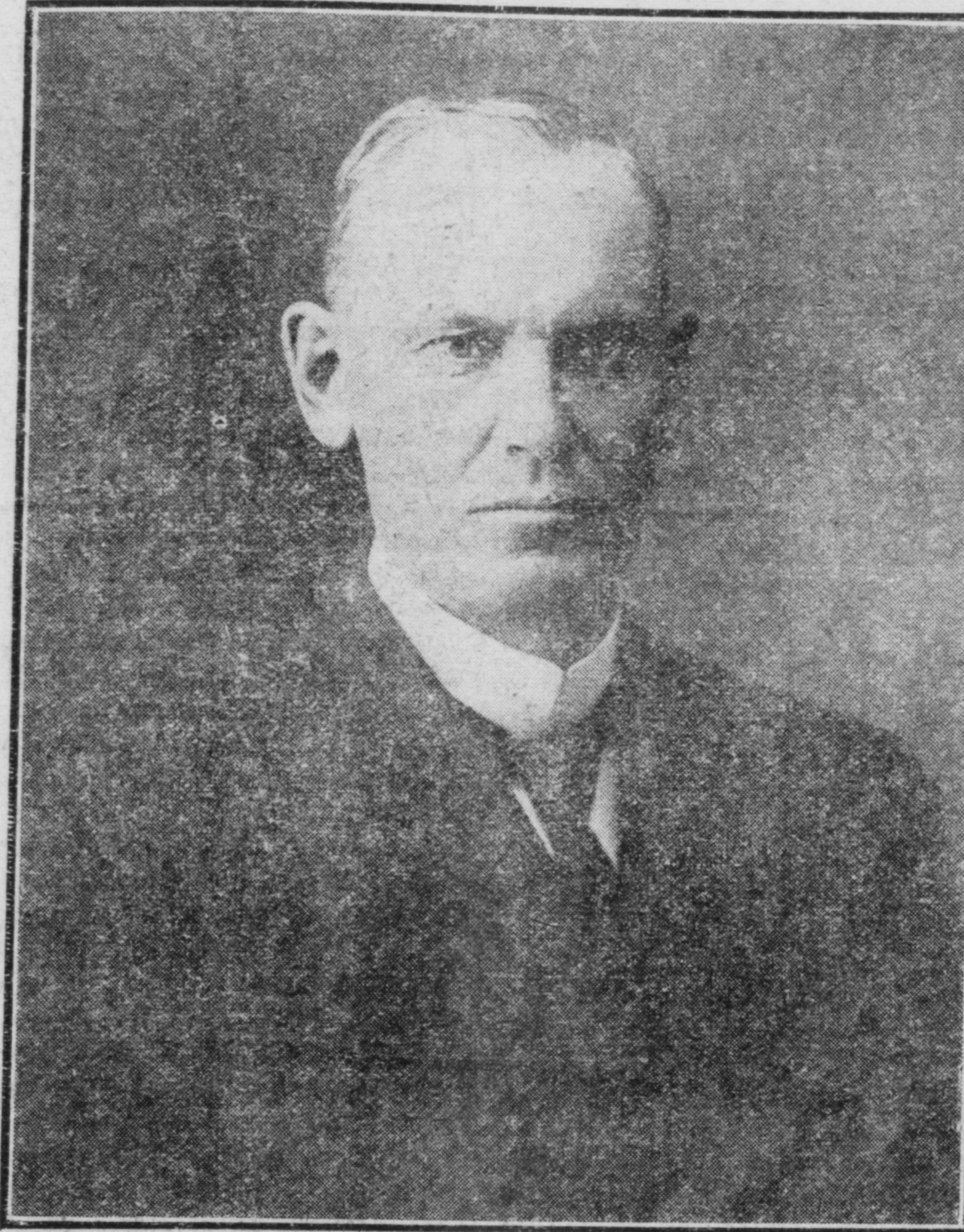
Boys' and Children's Caps 20c to 50c

Boys' Suits, 2 piece Bloomer Style at prices below competition, \$4.00 up

Custom  
Tailoring

R. B. JONES CO., Ltd

Buttons  
Covered.



The Most Prominent Son of Carleton County, Who Sails To-Day for England to Attend the Coronation Ceremonies.

## THE DOMINION ACT AUTHORIZING LEASING OF THE PROPOSED VALLEY RAILROAD BY I. C. R.

(BILL AS PASSED MAY 4th, 1911)

An Act to Authorize the Government of Canada to Acquire, by Lease, a Certain Line of Railway in the Province of New Brunswick

His Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:—

1. The Governor in Council is authorized to enter into a contract with any railway company already authorized, or which may be hereafter authorized by law, to construct a line of railway from a point on the line of the National Transcontinental Railway at Grand Falls, in the county of Victoria, to the city of St. John, in the province of New Brunswick, a distance of about two hundred and twenty miles, the principal and interest of the bonds of which railway company, pursuant to the provisions of chapter 6, of the statutes of the province of New Brunswick, 1910, the Government of the province of New Brunswick has guaranteed, or may guarantee, to the extent of twenty-five thousand dollars per mile, and with the Government of the province of New Brunswick, for the leasing of the said line of railway when completed, with its appurtenances, and for its operation, equipment, maintenance, upkeep and repair by the Government of Canada, as part of the Government Railway system of Canada, for a period of ninety-nine years and for the payment by the Government of Canada to the said province of New Brunswick, or to the said company, each year during the said term of ninety-nine years, of forty per centum of the gross earnings of the said railway as or in the nature of rental thereof: Provided, however, that the said contract shall be entered into only upon the condition that the said railway be constructed upon plans and specifications to be approved of by the Governor in Council upon the recommendation of the Minister of Railways and Canals, and shall be up to the general standard of the said National Transcontinental Railway through the said province: Provided further that the Governor in Council shall be authorized to enter into a contract, as aforesaid, for the operation of the said railway in sections, when completed, as follows:—

- (1) From Fredericton to Woodstock;
- (2) From Fredericton, south, a distance of forty miles;
- (3) Each twenty-five miles thereafter, until the line be completed from Grand Falls to St. John.

2. The board of directors of any railway company under the legislative jurisdiction of the Parliament of Canada, with which the Governor in Council proposes to enter into the contract provided for in section 1 of this Act, may, with the consent of the shareholders given at a meeting duly called for the purpose of executing such contract, and the same, when so executed, be assent to the order of such board of directors, shall be legal and binding on the company.

The above is the answer of the Federal Government to the request of Messrs. Hazen and Fleming, which they now refuse to accept, and under which The Quebec and New Brunswick Railway Co., through Mr. Thomas Malcolm, have proposed to put up whatever money the Local Government may demand as security for payment of interest on the bonds during construction, sign a contract and immediately commence construction.

WHY WON'T HAZEN AND FLEMING ACCEPT THIS OFFER?

J. S. Creighton, secretary of the Mrs. Fred Hale and Mrs. George golf club, received a letter last week Hale and little daughter of Vancouver from the secretary of the St Stephen ver, B. C., are expected on Saturday golf club, asking for return games to spend the summer with friends this summer.

## ENTHUSIASTIC LIBERAL MEETINGS HARTLAND AND CLEARVIEW

Mr. Carvell Asserts Hazen Government Had No Intention of Building Road From Grand Falls. Survey Shows Only a Plan for a C. P. R. Short Cut From Presque Isle to Welsford

A large crowd attended the meeting held at Hartland last Saturday evening. Addressed were given by Mr. Isaac Draper, G. W. Upham, M. P. P., and F. B. Carvell, M. P. Mr. Draper in a forcible and vigorous way dealt with the policy of the Hazen Government in regard to the Valley Railroad. Showing the repeated inconsistencies and the glaring untruthfulness of Mr. Fleming's assertions in regard to the road. Mr. Upham and Mr. Carvell followed in strong and telling addresses. The audience which numbered over 400 was deeply interested with the question of reciprocity, as set forth by Mr. Carvell.

most enthusiastic of the series held by the Federal member. The people at Clearview are not only interested in the Valley railroad but also in the bridge which the Hazen Administration through Messrs. B. F. Smith and Hon. H. F. McLeod promised to give the people. And knowing the efforts put forth by Mr. Upham and Mr. Carvell, though it was an extremely busy season, the farmers left their work and gathered in large numbers to hear what was to be said upon these important subjects. Mr. Carey Estey was chairman of the meeting and in opening expressed his pleasure at the large gathering and the interest taken. He then called upon Mr. Upham to address the meeting. Mr. Upham stated that it was a great pleasure to meet a large number of the people of the Valley. (Continued on page five.)

## HON. MR. MORRISSEY FAVORS GOVERNMENT OPERATION

One Member of Hazen Government Who Takes a Sensible View of the Valley Railway Proposition. Thinks it Would be to Advantage of the Province to Have the Road Operated as Part of the I. C. R.

(Newcastle Leader.)

That an appeal to the electorate at an early date by the Laurier administration with the tariff question the dominant issue is quite probable was the opinion expressed by the Hon. John Morrissy, chief commissioner of public works, on his return from Ottawa on Saturday morning last. Hon. Mr. Morrissy added that he considered the sentiment in favor of reciprocity strong and he thought Premier Laurier and his colleagues would avail themselves of the opportunity to ascertain the views of the people.

Hon. Mr. Morrissy went to Ottawa on Wednesday of last week with other members of the local government in the matter of the St. John Valley Railway. Apropos of the federal government's intention in the way of aid for the construction of the road, the chief commissioner said that the delegation was given a very favorable hearing and were courteously treated by the Hon. Dr. Pugsley. The conference with the minister of public works was held at 8.30 o'clock on Thursday evening. The project was entered into quite exhaustively, the provincial delegation asking a subsidy from the federal government. Dr. Pugsley displayed much interest in the plans and the suggestions of the members of the local government delegation. The government sought to have the proposition of aid from the federal government. This would permit the local regime to have some adequate statement from the federal administration to couple with its own. The construction of electric system or a steam road was not discussed but it is presumed that the federal aid

would hold good in either respect. Dr. Pugsley requested the delegation to place their proposition in writing which the members complied with.

"What is your own opinion regarding the operation of the railway?" was asked the Hon. Mr. Morrissy.

"I think it would be a most advantageous policy to lease the system, when constructed, to the federal government, and have it operated as part and parcel of the Intercolonial," said Mr. Morrissy. "Of course that would be on the proposed basis of forty per cent. return of the gross earnings to New Brunswick. The project is a large one and demands careful action. That the road would be a welcome asset to the Intercolonial is a certainty and with the return to the province of two-fifths of the earnings we would secure a very good quota."

"What about the bridges on the projected Valley Railway? Has that matter been discussed?"

"Yes, a number of bridges will be required over the proposed route," said Hon. Mr. Morrissy. "While in Ottawa the Hon. Dr. Pugsley said he felt satisfied that the federal government would lend much assistance in this line. There will be the bridges across the St. John, at the Gondola Point and other sections." The chief commissioner said that the tariff issue was much discussed in Ottawa. Many were prone to give their views and he found some in favor of the agreement and others opposed to the ratification of the agreement. Still most of those whom he met on the trip strongly advocated reciprocity and he felt the good effects of the proposed trade treaty were developing in strength daily. An election is seemingly a certainty.