

The Carleton Sentinel.

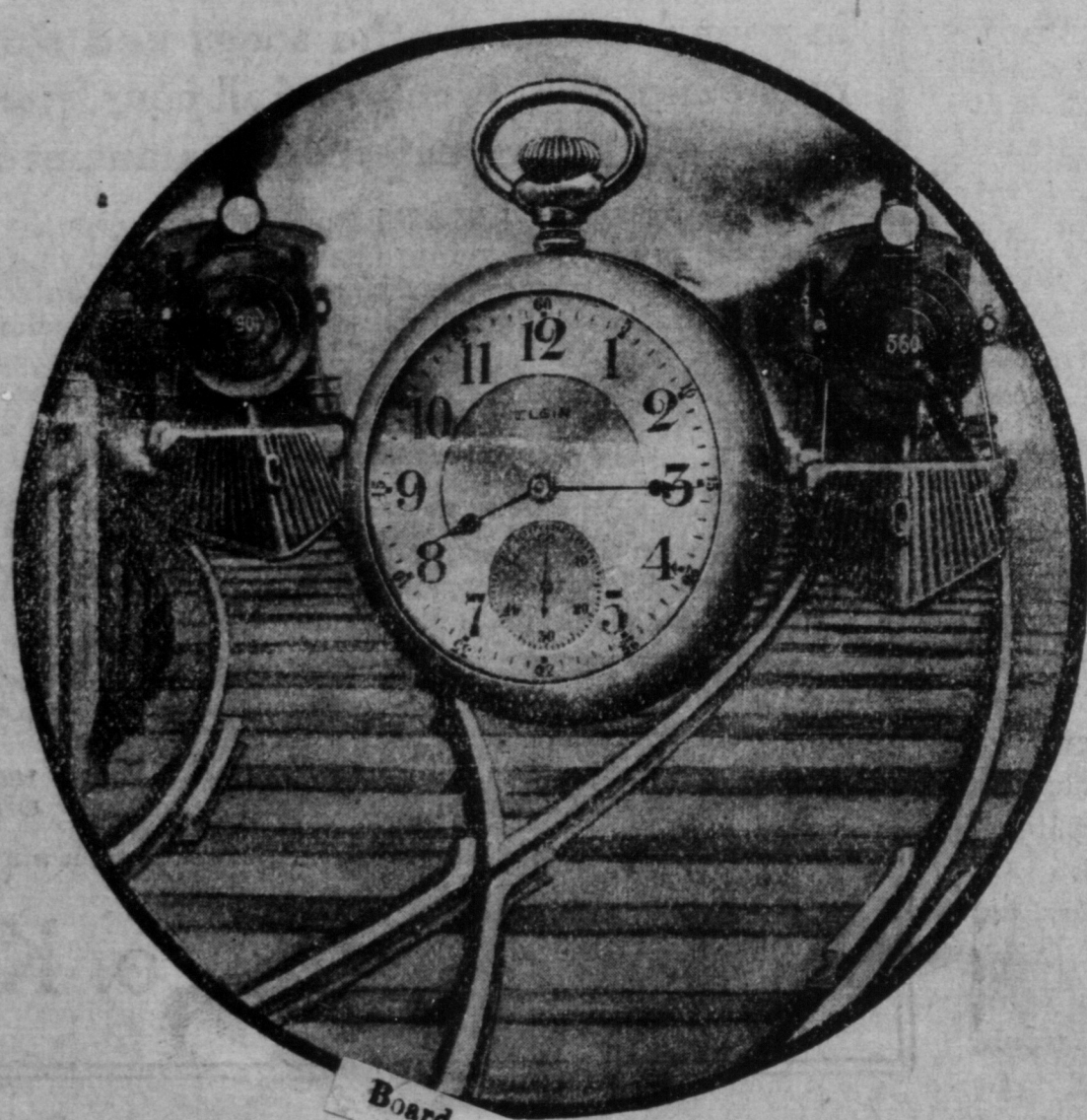
VOL. 64. No. 11

WOODSTOCK N. B., FRIDAY, MARCH 15, 1912

WHOLE No 3261

Black Front Jewelry Store

Watches
Of All
Kinds,
All of the
BEST
Quality.



Elgin
Longine
Waltham
Elbico
Ansonia
Excelsior

Special attention paid to all Watch Repairing

Marriage Licenses
and
Wedding Rings.

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

KODAKS
AND
SUPPLIES.

OUR NEXT SPECIAL

Commencing Monday, March 18th, and lasting for one week.

**Three Lbs. Noble's Tea for \$1.00, and
with every lot we will give one
Polishing Cloth, worth 15c, free**

BURDEN & KING, - Grocers.

Our Motto--Quality. Also ask us for a sample of our Carleton Blend Coffee and Noble's Tea

Important Money Saving Sale

During February, March and April

Clothing for Men and Boys

Including Complete Furnishings

Underwear, Sweater Coats, Fancy Flannel and Dress Shirts, Hats and Caps, Hosiery, Collars and Neckwear, Men's Overalls and Jackets, a Sweeping Reduction of 20 per cent from Regular Prices.

Gloves, Umbrellas, Suit Cases, Bags and Trunks, 10 per cent off.

Homespun and Oxford Pants

Former Price \$2.25 and \$2.75 Sale Price \$1.80 and \$2.20
Odd lots of Pants at Half Price. Mufflers and Fur Collars 25 per cent off.

THESE PRICES MEAN SPOT CASH.

Now is the time to Clothe Men and Boys during these Money Saving Sales.

Custom
Tailoring

R. B. JONES CO., Ltd

Buttons
Covered.

Premier Flemming in the Role of a Bluffer

Brings Down Agreement for Construction of Valley Railway---Adopts Proposition and Terms Laid down by the Opposition---In Bitter Speech Attacks Messrs Carvell and Pugsley, but is Compelled to Build Road as Liberals Want it.

Deficit More Than \$56,000--Flemming Holds Back Information in Regard to Bridge Expenditure--Public Money Now Paid to "Various Persons"--Most Reckless Extravagance

Fredericton, N. B., March 13, 1912. The agreement for the construction of the Valley Railway has at last been brought down to the table of the House of Assembly; and at the same time Premier Flemming introduced a bill to confirm the making of the agreement and to amend in certain respects the bill of 1909.

At the same time, he was in a bitter mood and instead of following the ordinary gentlemanly Parliamentary practice of making a suitable explanation when introducing a bill, he launched forth into a bitter attack upon Hon. Wm. Pugsley and Carvell and Tweedale and all others who had tried to obtain for the Valley of the St. John a railway that would be a credit to it and to the people for all time, a railway that would make connections with the Transcontinental system at Grand Falls as well as with the winterport of Canada, St. John.

It will be remembered that in the spring of 1909 the air was full of a Gould Electric Railway and in order to make that possible the bill introduced in the House of Assembly contained a third part which authorized the entering into of a contract for the construction of a line to be operated either by steam or electricity, and having one terminus at a point in the parish of Andover and connecting with the Canadian Pacific at or near the stations of Welsford and Westfield.

The Opposition members fought that project tooth and nail. They knew that if such a line were built the money of the province would be squandered and they felt sure that in the end the only meaning it would have would be a direct tax upon the people of New Brunswick to enable them to pay the bonds to be paid. Further than that, they felt that the people of Carleton and Victoria Counties would be still in the grip of the Canadian Pacific Railway with its high freight rates and intolerable burdens; so, in spite of the fact that they might be misunderstood, and might be, as they have been, represented by Premier Flemming and his colleagues as opposing the construction of the railway, they took the stand that no guarantee of bonds should be made unless there was a lease for Intercolonial operation, unless there was connection at Grand Falls with the Transcontinental Railway and the line was continued, not to Welsford or Westfield, but right through to the terminus of the Grand Trunk Pacific at St. John.

And when the bill was in the third reading stage they moved an amendment to this effect and Premier Flemming and his colleagues from Carleton county and his servile supporters from York and his meek trailers from Queens and Sunbury all voted against Intercolonial Operation and against the construction of the road from Grand Falls to St. John.

To-day, what do we see? Premier Flemming brings down a bill to enable the road to be built from Grand Falls to St. John, and he boasts following: "Price & Nevers, Lumber, \$1,149.70; Z. Orser, Zinc, etc., \$4.90; Connell Bros., Hardware, \$13; W. H. Thorne & Co., Spikes, etc., \$50.90; C. P. completed to be operated as a part of the Intercolonial Railway. He is wages \$529.35." Total \$1755.40.

He adopted to-day the very proposition made by the Opposition in 1909 in the Legislature and yet he calmly stands up and declares that the Opposition have been blocking the enter Adam, Blacksmithing, \$25; Price & Nevers, Lumber, \$23.16; C. P. Rail- due is to be placed at the doors of way Freight, \$7.41; D. W. Jackson, himself and his government. Mr. Flemming is not only very much of a bluffer but in these matters he seems to be a consummate hypocrite. He admitted in his violent speech on Tuesday, when introducing the bill, that he had agreed to the terms laid down by Hon. Wm. Pugsley in June last and that he had finally consented to build the road in the way that the Liberals had asked for it; but he says that he modified the grade between Fredericton and Grand Falls and continued, apparently in a most jubilant way, to claim that it was absurd for anyone to think that any amount or that any western traffic would come over the Valley Railway by way of Grand Falls. In other words, he boasts in one breath that he is going to build a through line and in the next breath he tries to minimize its importance, to say that it will be no good for through traffic because the Grand Trunk Pacific proposes to build a branch from Nappadogan to Fredericton from which point the Valley Railway will be used by the Grand Trunk to St. John. In other words Mr. Flemming immediately proclaims that the route from Fredericton to Grand Falls will be of far lesser importance although fully two thirds of the distance, than that from the capital of the province to the port of St. John. What must his friends in Carleton county think of that? They have hoped all along that the line that was to be built at the expenditure of so much money running through their fertile valley would be a trunk line, they have imagined the immense traffic of the west passing by their doors over the steel of the Valley Railway, but with "Grand Trunk Pacific" painted on the cars, Mr. Flemming's words of Tuesday dispel that idea and he tells them that all they can hope for is the local traffic that originates between Grand Falls and Fredericton.

There is the greatest difference in the world between the importance of a trunk line and a branch line and the people of York, Carleton and Victoria counties will find this out if Mr. Flemming's words prove to be true.

Mr. Upham did not have much success in his efforts to obtain information concerning the expenditure upon the Hartland bridge. The answers to his question were so vague that the people will not be troubled very much with the information given; but in the Public Accounts for 1911 which contains the expenditures up to October 31st, under the heading of the road to be built from Grand Falls to St. John, we find the following: "Price & Nevers, Lumber, \$1,149.70; Z. Orser, Zinc, etc., \$4.90; Connell Bros., Hardware, \$13; W. H. Thorne & Co., Spikes, etc., \$50.90; C. P. completed to be operated as a part of the Intercolonial Railway. He is wages \$529.35." Total \$1755.40.

It will thus be seen that so far as the Public Accounts giving an idea of who were paid for working on the bridge, it does quite the contrary; but simply lumps all the wages paid under the head of "Various Persons" wages \$529.35, \$640.72, and \$151.23. That system is carried out through all of the Public Accounts published in the report this year. Last year during previous years, the accounts were made up in a different way. The wages of the Superintendent or Structural Foreman were each given and so much was put down for the pay list, but the amounts paid the foreman in many cases were larger than the amounts paid to the workmen and the criticism of the Opposition was so keen that the system had been altered and everything possible done to hide the expenses.

At the Hayden-Gibson, theatre, Tuesday, March 19th, will be the greatest dramatic attraction this season. Over two hundred subscribers have guaranteed their patronage to this event which speaks well for this city. Every seat must be sold to show that Woodstock is still on the theatrical map.

The company is exactly the same that appeared in Chicago for 4 solid months and is enroute to St John and Halifax and will go to Boston for a long engagement after the Halifax engagement. Tickets now on sale 50, 75, \$1.00, \$1.50.

An accident occurred on the C. P. R., Saturday at Debec Junction. Fortunately no one was hurt, but two cars were badly damaged and a carload of hay destroyed by fire. A freight train was standing in the yard at Debec with the van and one car projecting on the main line, when a double-headed southbound freight crashed into the van and almost demolished it. The next car was loaded with hay and this car was also demolished. The wreckage then caught fire and the hay was destroyed. This happened about 3 o'clock in the afternoon and the track was blocked until late in the evening. It was found necessary to transfer passengers and mail from the local train from Ed- mundston around the wreck thus delaying the Boston train at McAdam Junction.

FIGHTING THE BROWN-TAIL MOTH

The Federal Government has issued the following notice in districts where the brown-tail moth has been operating:

In view of the alarming increase of the brown-tail moth in this region, and the necessity of taking immediate steps to control this most serious pest of orchard, shade and forest trees, the attention of all farmers, fruit growers, and other occupiers of premises upon which fruit and other trees exist, is called to the following Regulation issued under "The Destructive Insect and Pest Act":

Regulation 8. "Any inspector entering any lands, nursery or other premises where there is reason to believe that any of the insects, pests or diseases hereinafter specified are or may be present, shall give instructions for the treatment or destruction of any tree, bush, crop or other vegetation or vegetable matter or the containers thereof, which may be found or suspected to be infested with any of the insects, pests or diseases hereinafter specified, and such instructions shall be carried out by the owner or lessee of the infested or suspected vegetation, vegetable matter, or containers thereof, and such remedial treatment shall be carried out and continued until the insect, pest or disease shall be deemed by the inspector to have been exterminated."

Under this Regulation it will be necessary for all owners of trees, upon which nests of the brown-tail moth occur, to remove such nests and burn them and in the case of heavily infested trees and vegetation, to spray such trees or vegetation in strict accordance with the instructions given by the Department's inspectors.

Penalty: Section 8 of the Act states: "Every person who contravenes any provision of this Act, or any regulation made thereunder, shall be liable, upon summary conviction, to a fine not exceeding one hundred dollars, or to imprisonment for a term not exceeding six months, or to both fine and imprisonment."

Ward Padgett, a former resident of Carleton county, but for the past 30 years living in Marinette, Wisconsin, was arrested on Friday last at East Coldstream by Sheriff Tompkins on a judge's warrant, charging him with abduction. Padgett sold his farm for \$3,000 and deserted his wife and seven children. He eloped with Mrs. Schultz, who deserted her husband, taking her two youngest children with her. The pair were followed here by the sheriff of Marinette. Padgett had \$1,500 with him when arrested. He decided to waive extradition.

The success which has attended Mr. Hawtrey and company this season in Canada has decided Mr. Delamater to bring over other great English stars and their companies for extended tours throughout the Dominion. He will establish a producing company in either Montreal or Toronto and present all English companies in the greatest available English successes will be at the Hayden-Gibson theatre Tuesday, March 19th.

Remember the Fill-A-Gap Club's supper, and other interesting features Wednesday evening, March 20th.