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# The Carleton Sentinel.

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WOODSTOCK, N. B. FRIDAY, MARCH 13 1914

WHOLE No 3381

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IN  
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SERVICE

## Our Customers

have learned to depend upon our service in the same way that they depend upon our goods—there's true quality in both.

Right prices, in addition to honest goods and the best of service, ensure full satisfaction and are winning us new customers daily

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At A. E. BURDEN'S Grocery

# SERIOUS CHARGE AGAINST THE BORDEN GOVERNMENT

## Mr. Carvell Tells Parliament of the Misappropriation of Public Money on South- ampton Railway

## Hon. H. F. McLeod Created a Sen- sation by Corroborating Mr. Car- vell's Damaging Charges and Joins in the Demand for a Probe

## Premier Borden and Dr. Reid Sat Dumb—Was the En- gineer Instructed to "Do Something"?—Up to the Government to Explain

Ottawa, March 9.—"This stern fact stands out: A great wrong has been done. A large amount of money has been taken wrongfully. I might really say stolen, from the public treasury. The facts warrant a thorough and searching investigation."

With these serious words F. B. Carvell presaged an ugly charge against the Borden administration in parliament tonight. The facts concerning the misappropriation of public money had been revealed in a law suit before the supreme court of New Brunswick and the Carleton member backed his charge with certified copies of the evidence given before the court.

He showed that the Southampton Railway Company, which constructed a short line from Millville to the St. John river, a total mileage of 12.7, and whose officers consisted of J. K. Pinder, M. P. P., as president, and P. A. Guthrie, M. P. P., as secretary, both Conservative members of the provincial legislature, had secured a provincial guarantee of four per cent bonds (principal and interest) of \$10,000 per mile from the New Brunswick government in 1909 when Hon. Mr. Hazen was premier, and has secured a dominion subsidy in 1912 under the Borden administration of \$13,200 per mile.

He then produced the sworn testimony of the contractors who built the road before the New Brunswick court that the total cost of construction was less than \$12,000 per mile. Mr. Pinder had therefore netted a profit of over \$59,000 at the expense of the public.

ENGINEER CERTIFIED TO IT. Among the most serious of the documents presented to the house by Mr. Carvell in his searching arraignment was the original report of E. V. Johnston, inspecting engineer of the railway department, who reported that he had investigated the railway before the subsidy was issued and that it had cost \$22,954 per mile.

"One of two things is certain," commented Mr. Carvell. "Either the character of this official is unmistakable or he was instructed to do something. It is for the government to say."

When the York by-election was approaching, Mr. Carvell continued, Mr. Pinder became anxious to go to Ottawa and he was told, according to the Carleton member, that if he "was good" he would get his double subsidy for his railway. "So," added Mr. Carvell, "Mr. Pinder went to the Conservative convention and

nominated Mr. McLeod, the present Conservative member."

"It didn't make any difference; Mr. Pinder got the double subsidy he was not entitled to."

"May be," qualified Mr. Carvell. "It is strange, at any rate, that Pinder got the double subsidy he was not entitled to."

"The events seemed to synchronize," observed Hon. Mr. Oliver.

Hon. Dr. Reid, acting minister of railways, said the government had been guided solely by the reports of Mr. Johnson and Chief Engineer Bowden. The minister confessed it looked as though something was "radically wrong," and promised to inaugurate an investigation in the department tomorrow.

## MCLEOD CORROBORATES CARVELL.

Then came the sensation of the night. Mr. McLeod rose to say that Mr. Pinder was his Conservative colleague in the legislature, but there were a hundred other men in York county he would sooner have had nominate him.

"I'm familiar with the facts outlined by the member for Carleton," he declared, amid manifest government perturbation; "I know the district, I know the men, and I know the facts, and I want to tell the house I fully concur in many of the statements which have been made. By living on the spot and knowing the men I am in a position to know that items have been padded and items have been turned into the government that were neither true nor correct. They talk about Pinder being a wily Tory politician, but when recently I had to fight, I had to fight not against the Liberals but against him. I place myself on record as agreeing with many of the facts that were adduced by Mr. Carvell, and I say the minister should investigate it and put it right. But I tell him if he starts to get money back from J. K. Pinder he's up against a real hard proposition. They talk about this \$60,000 that didn't go into the railway. Well, if Pinder got it he's got it yet. It didn't go into any campaign fund. If the minister tries to get the money back from Pinder he's up against the real thing."

There was a profound sensation in the chamber all the time Mr. McLeod was speaking, and the tense silence which prevailed manifested the interest taken in this remarkable "fall out."

When Mr. McLeod sat down Mr. Carvell rose.

(Continued on page ten.)

## VALLEY RAILWAY ARBITRATION CASES

### Judge Barry Gives Important Decision

### Owners of Land Entitled to Recover as Proper Valuation—Substantial Increase in Awards

An important decision in two Valley Railway arbitration cases, one which will no doubt establish a precedent, was handed down by His Honor Judge Barry in chambers Saturday morning. Mr. Fred I. Dingee of Upper Gagetown, and Mr. A. G. Turney of Fredericton, who own a farm at Burton, are the plaintiffs and His Honor's findings was in their favor.

Mr. Dingee's case was heard last fall by a board of arbitrators composed of John A. Humble, J. F. VanBuskirk and James Holden. They awarded him the sum of \$589, which being less than the amount claimed by him, put him in for heavy costs. His counsel appealed the case and it was recently argued before Judge Barry. His Honor found for the plaintiff and increased the award to \$1,063.57, with costs against the defendant company.

Mr. Turney's case was heard by a board of arbitrators composed of Dr. Young, John Connor and Dr. Peake. They allowed him the sum of \$216, which was considerably less than the amount claimed. Judge Barry allowed the appeal and increased the award to \$706.86.

His Honor's judgment was most exhaustive and he dealt with the different phases of the cases in a very able manner. He devoted considerable attention to the contention of the railway company that the construction of a railway enhanced the value of the land and was therefore, an offset against the claims of the individual land owner for damages.

His Honor held that this argument only had weight in cases where the benefits from the railway construction were peculiar to a particular property, whereas any general benefit to the country at large should not be charged against the land of an individual. He also held that there could be no offset in the case of the land actually taken for railway purposes, as the owner was clearly entitled to recover for the same at a proper valuation.

Mr. P. J. Hughes of McLellan and Hughes, argued the case for the land owners, and the St. John and Quebec Railway Company was represented by Mr. P. A. Guthrie.

## W. R. SNOW SUFFOCATED IN BOSTON HOTEL FIRE

### Three Others Severely Injured and Hundreds Had Narrow Escape— Mr. Snow Left Here a Week Ago to Visit Friends—Burial at St. Andrews—Deep Regret at Untimely Death of Well Known Citizen

The town was shocked when the news reached here Friday morning of the tragic death of W. R. Snow in a fire in the Quincy hotel, Boston. The deceased had left here a few days previously to make a visit he had been contemplating for the past year. The remains were brought to St. Andrews on Monday where interment was made. The Knights of Pythias had charge of the funeral and the following representatives of Ivanhoe Lodge, Woodstock were present: William Balmain, Fred Cowan, Walter Stone and Frank Foster.

Harry Noble and Roy Snow, relatives, went down to attend the funeral.

Mr. C. B. Snow, brother of deceased went to Boston and accompanied the body to St. Andrews.

Mr. Snow by his amiable qualities and hearty good nature had made many friends who will deeply regret his sudden death under such sad circumstances.

Wm. R. Snow was the son of Joshua Snow, of this town. When a young man he enlisted in the Maine cavalry and fought through the Civil War. During that trying period he was attached for a while to the staff of General Grant. Only one of the

local men who were in the Maine Cavalry with deceased is now alive. Returning after peace was declared, he was in business here for awhile, when he was married to Miss Ella Martin, and shortly afterwards he removed to the States where he was in the shoe business. His second wife was Miss Carrie Dawson who died some years ago. For a couple of years he was chief of police of the town. He then conducted a steam laundry here for some years. Disposing of it, he retired from business and has been leading a quiet life. He has been receiving a large pension from the United States.

In the account of the fire the Post says:

The top of the Quincy House, one of Boston's most famous hotels, was swept by fire at about 9 o'clock last evening, killing one man, injuring a dozen persons, and literally throwing cold water on the manifold festivities of the hotel.

W. R. Snow, a wealthy, retired business man of Woodstock, N. B., was scorched to death in his bed in one of the 60 rooms on the sixth floor, through which the fire burned.

That many others did not perish (Continued on page ten.)