

The Carleton Sentinel.

VOL 66, No 26

Board of Works
Jan 10

WOODSTOCK, N. B. FRIDAY, JUNE 26, 1914

WHOLE No 3296

Additional Payment of \$4,500 Made Direct to Premier Flemming

Black Front Jewelry Store

Mason or Optician

?????



The Panama Canal was not constructed by Opticians.

There is a difference in the fineness of the quality of the work of an Optician and a Building Mason.

You would not expect a Building Mason to be an expert optical workman.

Is your prescription work being done by Opticians skilled in their business, or by workmen of unknown training?

H. V. Dalling has been in the business 35 years. Try him.

Marriage Licenses
and
Wedding Rings

H. V. Dalling
Jeweler and Optician

Kodaks
and
Supplies

TRUNKS

Suit Cases and Bags

Just received direct from the Factory, including **STEAMER TRUNKS**, a Special Line, which we are prepared to offer at prices that will please Buyers.

Suit Cases, \$1.50 to \$9.00
Trunks, 2.50 to 9.00

Also Fresh Arrivals in **MEN'S SUITS**—High Class; Fancy and Blue Worsteds, which we intend selling at

Astonishing LOW PRICES for CASH.

R. B. JONES CO. Ltd

PUPILS WANTED—Miss Myrtle residence of her grandfather, Mr. Gabel is prepared to take pupils in piano-forte. For particulars apply at her home on Victoria street. (tt-26).

Miss Florence H. Minard has just returned to Providence, R. I., after a visit of two weeks in Bath, at the

An exhibition of the Manual Training and Household Science Departments was held in the Vocational school, Wednesday evening. The affair was very interesting to all who

attended and work of the young pupils is worthy of the highest commendation. Owing to pressure on our columns we are unable to publish an account in full, but will do so next week.

Divisional Engineer Tells of Cheap Construction of Valley Railway—Eight Times As Many Curves As On Any Other Line—Woodstock Section Only a Trolley Line and No Use in Transcontinental Connection

"The Horn is Heard Throughout New Brunswick"—Government Lawyers Getting Panicky and Try by Every Means to Block Enquiry—Sessions will be Held in Fredericton

(Telegraph)

In a scene robust of the plan of a royal commission—the highest form of official inquiry short of a summons to the bar of the house—and the inconceivable cause by the street noises was "once or twice commented upon by counsel and the commissioners."

Prior to the taking of the Valley railway evidence the timber lands matter was further formally adjourned until Monday next, though whether it will actually be resumed then or be again postponed will all depend on the success attending the efforts to secure the necessary witnesses.

Before the royal commission adjourned for the day it was stated that probably only two witnesses will be called at today's session and that tomorrow's sitting would be at Fredericton.

MORNING SESSION.

The commission met yesterday in the old county council chamber on the ground floor of the court house. Counsel for Mr. Dugal were the same as at the previous inquiry. M. G. Teed, K. C., appeared for Premier Flemming, George W. Fowler, K. C., M. P., for the attorney general, T. Hill, K. C., M. P. E., for Hon. H. F. McLeod and D. Millin, K. C., for the St. John and Quebec Railway Company.

When the session opened Mr. Carvell spoke of the resumption of the crown lands inquiry. He said that the completion of his case depended largely upon whether W. H. Berry would be available. Mention had been made in the evidence of a bank deposit for \$4,500 issued at Chatham payable to John E. Moore. It had been endorsed by Mr. Moore but he had no other evidence that it had passed through Mr. Moore's hands or where it went and it might be necessary to call Mr. Moore. It would also be necessary to summon several bank managers from various parts of the province to trace the disposition of the funds. In reply to the chairman Mr. Carvell said that he thought that Mr. Berry might be here and he asked that the lands inquiry be adjourned until next Monday. This was agreed to.

When testified by T. J. Carter about the Transcontinental who asked if he wanted to apologize, Mr. Carvell retorted: "Let me tell you that the Transcontinental needs no apology."

Mr. Carvell during the morning also stated that he would produce a railway contractor who would be able to show a direct payment of \$4,500 to Mr. Flemming in addition to the particulars already given. When T. J. Carter said counsel had no right to make the statement Mr. Carvell replied: "I have the name and the date. If you want the information I will give it to you now." Mr. Carter did not follow up the matter.

There was occasionally a fire and passion that revealed the reasons behind the decorous formality of the inquiry. Once or twice Mr. Carvell shot out a spirited protest. "The people of New Brunswick want to know what they have had for their money," he said, "and I am going to let them know. I have been charged for two years as the man who has held this line up and I am going to show the people that I have had just cause for every word that I have uttered."

The royal commission appointed is the same as that which is investigating the crown timber lands charges, Hon. H. A. McKewen, chairman; Judge W. W. Wells and W. S. Fisher, with George M. McDade as secretary. Neither the premier nor Mr. Dugal was present. Incidentally it may be said that the room in which the inquiry was held was some what out of keeping with the dig-

nity of a royal commission—the highest form of official inquiry short of a summons to the bar of the house—and the inconceivable cause by the street noises was "once or twice commented upon by counsel and the commissioners."

Prior to the taking of the Valley railway evidence the timber lands matter was further formally adjourned until Monday next, though whether it will actually be resumed then or be again postponed will all depend on the success attending the efforts to secure the necessary witnesses.

Before the royal commission adjourned for the day it was stated that probably only two witnesses will be called at today's session and that tomorrow's sitting would be at Fredericton.

When David W. Brown, a local engineer at Fredericton, took the stand, Mr. Stevens asked him to describe the curves and grades of the division, similar information to that given yesterday by Mr. Hill. Mr. Brown, however, was not asked to give the introduction of this evidence and for more than an hour the fact was argued. It was lively at times when half a dozen learned lawyers were all talking, more or less, at once, and frequently at the top of their voices.

The seriousness with which they regard their case was illustrated by the co-incidence that, while protesting against the introduction of evidence both G. W. Fowler and T. J. Carter found it necessary to liken the investigation to the trial of a man charged with murder.

At the request of the commissioners the introduction of the evidence under discussion was postponed until it appeared more necessary. When the inquiry resumed this morning Burton M. Hill, divisional engineer at Woodstock for the Valley Railway, again took the stand. To Mr. Carvell the witness said that his estimates of the cost of the work required to finish the work would be within fifteen or twenty per cent of the actual amount. His estimate was about \$10,000.

Amplifying his evidence of yesterday the witness said curves had been reduced below the maximum, at two places, at Pokiook and two at Johnston's Brook, to improve the road. Suggestions for the changes at Pokiook were made by James J. Taylor, the engineer of the Dominion railway department, and those at Johnston's Brook by Mr. Maxwell, the provincial government engineer. The instructions came through the company but he knew that Mr. Taylor was interesting himself in the reduction of the curves.

A CONFERENCE.
Mr. Taylor also interested himself in having the grades reduced.

Mr. Carvell: "Did you reduce any grades at his suggestion?"
A.—No.

Q.—Mr. Taylor had his way regarding the curves but not the grades?

has difficult and he might not call him.

T. J. Carter arose to speak and Mr. Carvell asked sharply: "Do you want the name and particulars? I have them and I will give them if you ask for it. Be careful."

Mr. Carter subsided.

The first witness, Burton M. Hill, was on the stand all day.

WEDNESDAY.

When David W. Brown, a local engineer at Fredericton, took the stand, Mr. Stevens asked him to describe the curves and grades of the division, similar information to that given yesterday by Mr. Hill. Mr. Brown, however, was not asked to give the introduction of this evidence and for more than an hour the fact was argued. It was lively at times when half a dozen learned lawyers were all talking, more or less, at once, and frequently at the top of their voices.

The seriousness with which they regard their case was illustrated by the co-incidence that, while protesting against the introduction of evidence both G. W. Fowler and T. J. Carter found it necessary to liken the investigation to the trial of a man charged with murder.

At the request of the commissioners the introduction of the evidence under discussion was postponed until it appeared more necessary. When the inquiry resumed this morning Burton M. Hill, divisional engineer at Woodstock for the Valley Railway, again took the stand. To Mr. Carvell the witness said that his estimates of the cost of the work required to finish the work would be within fifteen or twenty per cent of the actual amount. His estimate was about \$10,000.

Amplifying his evidence of yesterday the witness said curves had been reduced below the maximum, at two places, at Pokiook and two at Johnston's Brook, to improve the road. Suggestions for the changes at Pokiook were made by James J. Taylor, the engineer of the Dominion railway department, and those at Johnston's Brook by Mr. Maxwell, the provincial government engineer. The instructions came through the company but he knew that Mr. Taylor was interesting himself in the reduction of the curves.

A CONFERENCE.
Mr. Taylor also interested himself in having the grades reduced.

Mr. Carvell: "Did you reduce any grades at his suggestion?"
A.—No.

Q.—Mr. Taylor had his way regarding the curves but not the grades?

Mr. Teed: "I object to this line of examination. It is beyond the scope of the inquiry."

Mr. Carvell: "Is this objection the result of last night's conference?"

Mr. Teed: "That is none of your business. It was not mentioned in our conference."

Mr. Carvell: "We are entitled to find out if the people's money was squandered, and I intend to do so."

Mr. Teed: "You seem to be chiefly interested in blowing a horn labelled 'The Horn'."

Mr. Carvell: "That horn seems to be making quite a noise throughout New Brunswick just at present."

Just a whisper: "If they went outside the sanctification the evidence would be in order."

(Continued on page six)

MAY DEMAND RESIGNATION OF PREMIER FLEMMING

Graft Revelations Were Discussed at a Meeting of the Executive Last Evening—Strong Language Said to Have Been Used

(Mail.)

The local government met here last evening and was in session until nearly midnight. Some routine business was transacted, a delegation was heard and the balance of the time was taken up with a discussion of the shocking relations of graft and political debauchery made before the royal commission at St. John. There is a report in circulation today that the government, as a result of the disclosures, has decided to at once demand the resignation of Premier Flemming. The allegation that the fund collected by Mr. Berry was for political purposes is looked upon by the members of the executive as a little scheme to drag them into the affair and to shield Flemming, and they do not propose to stand for it. The fact that there has been no election since the fund was collected, scarcely bears out the political fund theory. It is said that some plain talk was indulged in by at least one member of the executive last night, and Premier Flemming's ears must have tingled. This member is quoted as declaring that he had a suspicion that this stealing was going on for months and although he tried to do so, he was powerless to stop it.

NATIVE STRAWBERRIES

Wholesale and Retail

At A. E. BURDEN'S Grocery