

The Carleton Sentinel.

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WOODSTOCK, N. B. FRIDAY, DECEMBER 3, 1915

WHOLE No 3471

Black Front Jewelry Store

KODAK



Now that your harvest is gathered in, it is time to get that

Wrist Watch

you have been talking about and need so badly.

How about the Silverware on your dining table, does it not look defaced. Surely you feel the need of new?

Have you got that Kodak yet you were talking about the other day. Come in and talk it over. Our Goods are the best. Prices right.

Marriage Licenses
and
Wedding Rings

H. V. Dalling

Jeweler & Optician
Woodstock, N. B.

Kodaks
and
Supplies

CHRISTMAS GIFTS

Quartered Oak Library Tables, Writing Desks and Book Cases,
Music Cabinets and Parlor Cabinets, Morris Chairs,
Office Chairs and Odd Chairs

FOR THE CHILDREN

Kindergarten Sets, Doll Carriages, Doll Sleighs, Doll Cradles,
Dressers, Wheelbarrows and Carts

A. Henderson Furniture Co.

Queen St.

"Where Quality Reigns Supreme"

Heintz Mince Meat. Christie Plum Pudding
Christie Fruit Cake

New Clarified Apple Cider

Sugar 14 lbs for \$1.00 Salmon 11c per can

Shelled Walnuts 40c per lb in 1 lb lots

J. P. CORKERY

Corner Main and Connell Streets

An Air of Elegance

The right CHINA will give your home a touch of refinement that cannot be secured in any other way

We have exercised great care in the selection of our china in order to afford our customers the opportunity of securing dainty, distinctive patterns that are delightfully charming

The display includes NIPON — HAVILAND — CAULDRON

Japanese Trays, dainty and serviceable, Khaki Handkerchiefs
Books, Stationery, School Supplies

Leighton's Book Store

Main Street, Woodstock, N. B.

MR. F. B. CARVELL, M. P. STRIPS THE MASK FROM THE NOTED POTATO PATRIOT

Letter Turns The Searchlight On Mr. Smith's Hay Business—Out- rageous Treatment Of the Farmers Exposed—Compelled To Advance Price \$1.00 Per Ton and Will Have to Pay More—The Swaggering Flor- enceville Politician Caught Red- Handed.

F. B. Carvell, M.P., wrote the following letter to B. F. Smith, M. P., in reply to Mr. Smith's letter on hay purchases and kindred topics:

Woodstock, N.B., Nov. 29, 1915.

To B. F. Smith, Esq., M.P.P.:

Dear Sir,—I am today in receipt of your letter of the 27th inst. written from Fredericton, in reply to my open letter to the farmers of this constituency re the hay situation, which I have read with a great deal of interest, especially as you give me 48 hours in which to decide whether or not I will enter into a contract with you involving a \$270,000 transaction.

You have also seen fit to give an interview both to the Gleaner and Standard are admitting that you received \$23 for the compressed hay in St. John, and claiming a profit of 50 cents per ton, which amount will be required to pay insurance and demurrage.

If this letter were being read by people who knew neither you nor the business, possibly somebody might be deceived but fortunately the farmers of this constituency know both you and the hay business. In order to figure up your most remarkable total, in the first place you are compelled to admit that you should pay the farmer \$13 a ton, in his barn, whereas before my letter was written it was only \$12.

Fifteen thousand dollars to the farmers in one day is not a had stroke of business, and I have the proof that you purchased hay from a farmer in Deerville at \$12 a ton, and when doing so told him that you had the only contract with the government, and that was all you intended to pay. This particular farmer stated that if that was the case there was nothing to do but sell. He has already delivered to you a portion of it and if you hold him to the contract, will be compelled to finish it.

Then you state that the cost of pressing in the ordinary bale with dealer's commission, etc, amounts to \$2 per ton, but in your case you pay no dealer's commission, because you buy direct from the farmer and you know that today you have more than a dozen men pressing hay for you in this constituency, costing you less than \$1.25 per ton. There-

fore 75 cents must come off immediately.

Then you contend that the shrinkage between the weight compressed and the weight paid for at the point of shipment is \$1 per ton. This statement as you know is not only false but absolutely nonsensical.

When you buy hay from the farmer, you pay him for the exact weight when delivered at the warehouse, or in the car. The car is taken to St. John, the bundles removed and the car even swept out and every particle, including the dust, goes into the compressed bundle and you know you do not lose one-tenth of one per cent on the whole operation. Another dollar gone.

Then you claim the freight averages \$2 per ton. This you know is not true as more than three-quarters of your hay goes from the C. P. R. points where the freight runs from \$1.50 at 1100c to \$1.70 at Bath. Without any doubt whatever your freight will not average you more than \$1.75 a ton. Another twenty-five cents gone from your calculation, or a total of \$2, and on the basis of \$13 to the farmer which I am glad you are now willing to pay, your hay will cost you at West St. John \$15 and not \$18, and should you buy from the dealer you possibly might add on another dollar, but we all know the great majority of this hay is bought by you personally, and it may interest you to know that I have a copy of the contract between yourself and your company of last year, wherein it was agreed that you were to do all the buying and therefore know what I am talking about. This leaves you \$7 for compressing and profit, and you know that you are compressing, including every possible item of expense, for less than \$3 per ton.

Last year Messrs. Phillips, Estey & Co., of this town, pressed over 3,000 tons of hay for the British government under the same specifications as yourself. They brought a press from Montreal with men to manage it, paid transportation of both press and men from and to Montreal, paid 30 cents per ton rental for the press, paid the rent of buildings, wages, power and all expenses in connection with the business at a little less than \$3 a ton.

Mr. Greer has been badly wounded in the leg and has been for several months confined in an English hospital. He arrived in Quebec about ten days ago and was sent to the convalescent home at Sydney. On account of the serious illness of his mother he was given eight days leave.

The young soldier modestly tells of his experience at Ypres where he went through the heaviest fighting and where many of his comrades fell at his side in the struggle to uphold the honor of the Empire.

Pte. Greer, quite lame, is able to be about town and is being warmly greeted by everyone who wish him a speedy return to health and strength.

MAYOR AND PROMINENT CITIZENS AT STATION TO GREET COMPANY "D" OF 104TH BATTALION

Arrived Sunday Morning—Comfortably Located at the Armoury—A Fine Lot of Men.

Company "D" of the 104th Battalion arrived here Sunday morning at an early hour, but this did not prevent a very large crowd being present to welcome the young men who have enlisted in the defence of the empire. Mayor Sutton welcomed the company on behalf of the town. F. B. Carvell, M.P., T. C. L. Ketchum and Donald Munro made brief addresses all expressive of the pleasure of the citizens that such a fine body of men were to pass the winter in Woodstock. Major W. H. Laughlin thanked the people for the cordial reception extended and could assure the citizens that the officers and men were grateful indeed for the kindly words and good feeling and felt sure that the stay of the men would be both profitable and pleasant.

The company proceeded by the 67th Regt band marched to the armoury where a good breakfast had been prepared. The big building has every convenience and the men are delighted with their comfortable surroundings. One prominent officer did not hesitate to say that the building and arrangements for the comfort of the men were the best in Eastern Canada.

The officers of the company are: Major W. H. Laughlin. Lieutenants—H. A. Clark, J. E. Hanson, R. J. Maxwell, F. A. Nicholson. NON COMMISSIONED OFFICERS Sergeant Major C. J. Groggett. Q.M. Sergeant C. H. Estabrooks. Sergeant A. O. Crookshank. Sergeant A. H. Taylor. Sergeant J. A. Inches. Corporal V. B. VanWart. Corporal C. A. Chambers. Corporal B. F. McMullin. Corporal Thos. Rogers. Lance Corporal P. M. McCarron. Lance Corporal John Ashworth. Lance Corporal B. A. Campbell. Lance Corporal J. C. B. Mann.

On an average, and what they can do with one press surely you ought to be able to do with five. That leaves you \$4 per ton profit on a basis of \$13, or \$5 profit on a basis of \$12 to the farmer.

You have then fit to make reference to the fact that during the South African war I was interested in the New Brunswick hay company which had a contract for compressing hay, and intimated that you wanted to discuss the matter. Well, I will give you all the facts without bothering your head about it, and I want to say to you that the books of that company are in my office in the town of Woodstock today and are open to the inspection of you, your agents, accountants, newspaper editors, or any other person whom you wish, therefore please inform yourself before you enter into a discussion.

Our company received no lump sum contract such as you have, but a contract from month to month beginning in November of 1901 for 2,000 tons which we were unable to fill, we got 2,000 tons in December, 2,000 tons in January, 2,000 in February, and 1,500 in March. We bought no hay whatever from the farmers, but we did buy 1,000 tons from you, for which we paid you \$10.25 in the loose pressed bale, loaded on the cars, and we also bought hay from Messrs. Bohan Bros., C. E. Gallagher & Sons, C. H. Taylor, C. W. Dugan, John Kennedy, Mathias Meagher and others and every man received exactly the same price, namely, \$10.25 per ton, f.o.b. cars. We did this because we felt it was a special business it was not proper to drive every merchant out of business who had been carrying on an honorable business for years and we therefore purchased the hay through the merchants, treating them all exactly alike, and gave them a chance to make a reasonable profit, with the understanding that they would pay the farmer not less than \$8 a ton. We then paid an average of \$1.60 per ton freight. In addition we paid 20 cents a ton for the stop-over privilege at McAdam Junction and we figure that the repressing cost us \$3, but in our case we purchased a \$7,000 plant, the cost of which was included in this figure, or a total cost to us delivered in St. John compressed at \$15.05 per ton, and for this hay we received from the government \$17 per ton inspected as it was unloaded from the cars, and re-member under our contract we were compelled to compress this hay into 70 cubic feet per ton, whereas you only bring it down to 100, and if we could press the hay under those conditions for \$3 you could do it for that amount and leave a very nice profit besides. On the basis of making the same profit as we made, instead of paying the farmer \$12 or \$13 you should pay him at least \$15 per ton. The figures would be as follows:

Cost of hay, \$15; pressing, \$1.25; freight, \$1.75; compressing, \$3; or a total of \$21, thus leaving you a profit of \$2 against ours of \$1.95. As we had only small orders from month to month in order to be able to fill the order for their next month we were compelled and did purchase very large quantities of hay without having an order for the same, and when the orders suddenly stopped in March because the end of the war was in sight, we found ourselves with \$50,000 of hay on hand which we disposed of as best we could, partly in London, partly in the West Indies, partly in the United States, and the remainder in Canada at a figure which not only ate up all our profits but resulted in the total loss of about \$3,000. In your case you have a contract for a sum and no matter what happens you will have no hay left on your hands, and therefore no possibility of making a loss. So much for the New Brunswick hay business.

In my former letter I pointed out the enormous profits of \$6 to \$7 a ton made by you last year, giving all the figures, persons and facts. To this you have made no reply whatever.

I pointed out also that you had told dealers that you would fix the price at \$12, and this you have not denied, but in order to get out of the hole in which you find yourself, you write a letter asking me to enter into a contract with you to deliver you 15,000 tons of hay at West St. John in the next four months at \$18 per ton, and as before stated, you give me forty-eight hours in which to make the arrangements. Just consider for a moment where I would land. That would be all, if not more than all, the hay to be found on the upper St. John river today, and after I made my contract with you and started out to procure this hay from the farmers at a price which would allow me out of the transaction even whole, you would go around to a few farmers in every vicinity, offer them a dollar a ton more than I could afford to pay, and I would be compelled to pay the extra price and lose \$15,000 on the transaction or pay you that amount in damages for failing to fulfil my contract, and then you expect me to make a contract involving \$270,000 worth of hay to be weighed by you and inspected by a man of your choosing.

I may look innocent, but I don't think our business, professional and political intercourse for the last fifteen years has been such that you are justified in concluding that I have been afflicted with softening of the brain to any great extent. My object in writing my former letter to my constituents was not with the hope of getting into the hay business, as I have much more important matters to take up my attention, and particularly during the coming winter in dealing with such gentry as you from different parts of Canada, but I started out to compel you to pay my constituents something like a reasonable price for their hay and not allow you to make the enormous profits out of them which you made last year.

From your interviews above referred to I learn you have come up in your price \$1 a ton, which means about \$15,000 to my constituents and before I am through with you, you

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