

The Carleton Sentinel

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WOODSTOCK, N. B., FRIDAY, APRIL 23, 1920.

WHOLE No 3700

BLACK FRONT JEWELRY STORE



A POINT ABOUT GLASSES

Often overlooked is their becomingness. In bargain counter ready made glasses this point must necessarily be ignored. In fitting glasses we take into consideration your appearance as well as your sight. If you want both good and good looking glasses we can supply them.

Mail Orders Promptly Attended To

H. V. DALLING

WOODSTOCK, N. B.

Jeweller and Optician

Marriage Licenses and Wedding Rings

EYES TESTED FREE

Showing the Best
in Photoplays

VOGUE Theatre

Matinee 2.30
Evening 7.15, 8.45

MONDAY and TUESDAY

Return Visit of D. W. Griffith Master Production.



HEARTS OF THE WORLD

THE SWEETEST
STORY EVER TOLD

Actual Battle Scenes Taken
in France by Per-
mission of the British
and French War Offices

Mat. 2. 30.

Eve. 8. P. M.

ONLY ONE SHOW IN
THE EVENING.

Special Music in
the Evening.
PRICES

MAT. 15c.-25c.

EVE. 25c.-35c.

WEDNESDAY and THURSDAY

CHARLES RAY

IN

"THE SHERIFF'S SON"

Also British Canadian News & Mutt and Jeff Cartoon.

"THEIR NAME LIVETH FOR EVERMORE"

Carleton County's Dead—Com-
mittee Makes Request.

The following is the list of names to be inscribed on the Soldier's monument to be erected on the court house grounds. This list has been submitted by the councillors of each parish and is published for revision and correction. It is the wish of the committee that any changes or addition to this list be sent at once to the Sentinel, as the names are to be forwarded to the contractor at an early date.

WOODSTOCK PARISH

JAMES A. BULL
ARCHIBALD D. McDOUGALL
HARRY A. JACKSON
HENRY E. MURCHLAND
FRANK E. CAMPBELL
WILLIAM BEDELL
DANIEL P. WHALEN
STEPHEN TOMAR
PEEL

TRUEMAN LOVELY

WAKEFIELD
LIEUT. CHARLES L. GRAVES
ROY J. SHAW
ERIC M. HAYWARD
HARRY W. HAVENS
CLARENCE E. HAVENS
JOHN W. JUDKINS
CHARLES S. TRUE
PERCY TOWNSEND
CLARENCE AVERY
JAMES A. DICKINSON

WOODSTOCK TOWN

HECTOR McDONALD CAMERON
ROBERT E. HULL
GREGORY RIORDAN
CLARENCE P. McCLUSKEY
JOHN B. HIPWELL
FRANKLIN S. RANKIN
JAMES EDWARD LYNOTT
MAXWELL A. NASON
HARLEIGH B. WATSON
CHARLES H. BULL
JAMES C. KETCHUM
CLARENCE V. KIRKPATRICK
JOSEPH P. HANNIGAN
HARRY G. LEWIS
MELVIN A. ROBINSON
GEORGE BULMER
Capt. ARTHUR M. FISHER
EDWIN ROY SNOW
ROBERT A. SAUNDERSON
LIEUT. COL. ARTHUR NEVILLE
VINCE
FRANCIS E. McLARDY
LIEUT. BURDETTE W. HARMON
GUY L. LISTER
LIEUT. ROBERT C. MOOERS
WENDALL P. HULL
ARCHIBALD E. SUTTON
RANKIN WHEARY
STANLEY E. ATHERTON
WILLIAM V. DALLING
CLAUDE M. McLEAN
FRED W. JACQUES
OLIVER HANSON
BERNARD SAUNDERS
ERNEST PARSONS
ALWYN C. BREWER
WILLIAM GEORGE
WOODFORD GEORGE
ROY G. BAKER

SIMONDS
WENDELL HOLMES
RALPH A. COLWELL
GORDON P. CHAPMAN
LEO ZINC
SILAS DEWITT
RICHMOND
Capt. ROBERT CAMPBELL
GORDON KELLY
WILLIAM POINTING
WALTER RIGGS
ROBERT E. JOHNSON
JAMES McLEAN JOHNSON

KENT
WALTER BROWN
MARCUS HOLMES
HOWARD DEMERCHANT
RICE ARMOUR
FRED E. BROAD
HERBERT DROST
ROY DEMERCHANT
ROY ROGERS
HORACE SAYLES
GROVER GREEN
LUCIUS McDONALD
JAMES KEENAN
WILLIE CARROLL
LUDLOW PANGBURN
MORTIMER ROBERTS
EUGENE GUEST
JOSEPH KAIN
ARCHIE H. GIBERSON

ABERDEEN
LEE A. MCKENZIE
STILLMAN E. HUGGARD
CHARLES A. FISHER
SAMUEL M. LINDER
JAMES A. McDONALD
WILLIAM L. HARTSGROVE
JOSEPH A. THOMPSON
M. EARLE BROOKS
JOHN W. LAWMONT
ASHLEY S. HAYDEN
RALPH RILEY
ALEXANDER B. GRANT

NORTHAMPTON
ROBIN A. HAWKINS
ALLISON SHARPE
WILLIAM WHITECOMBE
STANLEY W. DRAPER
FRANK REDDALL
ALBERT E. GREGORY

PURE BRED STOCK ASSOCIATION

Others To Be Formed

Some of the farmers of Debec have made a move to improve their stock. At a meeting held Tuesday, the Limestone purebred Stock Association was formed, and every effort will be put forth by the society for the improvement of stock in this section. It was also agreed to invite the agricultural department to send a representative to this district to give a demonstration in shearing, dipping and grading wool. The following officers were elected: President, William Crabbe; Vice-President, Leo DeMerchant; Secretary, James Griffin; Directors, H. Henderson, J. Estey, and H. McGann. It is understood that as a result of the farmers convention held here in February, two more pure bred stock associations will be formed in other sections of the parish and pure bred stock will be imported immediately.

WOODSTOCK DRIVING CLUB

Program Arranged

The Woodstock Driving Club are first in the field in the Maritime Provinces this year with their racing programme. They will stage a matinee meeting at their parlor track that was opened last year on Victoria Day, May 21st, and on Dominion Day, July 1st, and will have four classes, 2.13, 2.19, 2.24 and 2.30 mixed events. Their circuit meeting programme for July is not yet complete, but stakes for three year olds, 2.18 and 2.24 trotters and pacers, 2.30 pacers and 2.50 trotters have been decided upon for the provincial exhibition, September 13 to 17.

G. W. V. ELECT OFFICERS

An enthusiastic meeting of the G. W. V. A. was held Friday night. The following officers were elected: Rev. (Major) F. C. Lochary, President; Bert Bourne, 1st Vice; G. C. McLaughlan, 2nd Vice; Ray Mooers, Secretary; Alfred Stewart, Treasurer; Executive Committee, Dr. A. R. Currie, G. C. McLaughlan and Dr. Daman.

67TH REGIMENT RE ORGANIZED

Banquet and Pleasing Program

The reorganized 67th Regiment which is the senior regiment in New Brunswick, had a business meeting on Thursday evening in the town hall, which was followed by a banquet in the Royal Cafe. Col. L. L. Kennedy, the officer commanding, presided, and Major J. J. Bull, the second in command, was toast master. The guests were Mayor Noddin and the local newspaper men. Solos were rendered by Capt. Mooers and Lieut. Bassett. The toasts were responded to as follows: The King, musical honors: The 67th Regt. Old and New, Col. Kennedy, Major McLaughlan, Major Wetmore and Major Armstrong; The Town, Mayor Noddin; The Press, J. P. Maloney; The Junior Officers, Lt. Kelly, Lt. Mooers, Lt. Bassett; The Services, Major Rev. F. M. Lockary; Major A. R. Currie, Capt. F. L. Mooers; The Ladies, Major J. J. Bull, Lt. LeRoy Mooers; Our Departed Comrades, toast drunk in silence with bowed heads. Every one of the 33 officers present has had overseas service, many of them having received medals for bravery.

WILMOT
LEIGH ANDERSON
HAROLD B. CHARLTON
BERRY L. LONG
Capt. CLARENCE E. WILLIAMS
HARRY RUNDLE
N. S. ANNIE B. WEST
WICKLOW

LEO A. GREEN
JOSEPH HINTON
FRANK N. LUNN
GLAYIER DEMERCHANT
JACK GORMLEY

BRIGHTON
FRANK A. GOODWIN
STEVEN P. McMULLIN
HERBERT L. BRADLEY
ARCHIE B. ORSER
WALTER C. HAYWARD
ALLORD PETERS
JOHN A. ORSER
BURTON A. WALLACE
WILLIAM E. BURRELL
SHEREDON J. CLARK
HORACE S. HALL
LEE W. CRANDLEMIRE
WENDELL M. VANWART
ARTHUR FROST

THE FEDERAL GOVERNMENT URGED TO EXTEND VALLEY ROAD TO MAIN BORDER

A Strong Presentation on Valley Railway Matters in the House
by Premier Foster — Building of "Missing Link" Would
Make Possible the Extension to Grand Falls—Mr. Smith's
Question of Privilege—Power Bill in Committee Stage.

Yesterday the Legislature was in session from three o'clock in the afternoon until nearly midnight and disposed of the largest amount of important business which has been put through in any one day during the present session. When the House went into committee this afternoon on the bills relating to the Valley Railway, Premier Foster made a statement containing a lot of important information regarding the present status of the road. He reviewed the history of the enterprise, told of the settlement with the contractors and the negotiations which had been carried on for running rights from Westfield to St. John.

New England Connection.

In dealing with the proposal to extend the road to Grand Falls, which had been the original intention, the Premier submitted a plan by which the work might be carried on. He suggested that the Federal Government be strongly urged to establish a connection with the great railway system of New England by constructing a line from Meduclic to a point on the Maine boundary. This line would be about thirty miles in length, and if built would mean that the passenger and freight traffic for New England picked up at points along the C. N. R. in the Maritime Provinces would pass over the Valley Railway through Fredericton and on to the Maine border. The completion of this missing link would justify the provincial government in underlaking the extension from Centreville to Grand Falls, as there would then be an opportunity to gather up the New England bound traffic in northern New Brunswick and Quebec for the Valley road. This proposal has much to commend it and should be taken hold of earnestly by all who desire to see the Valley road placed on a paying basis.

A Peculiar Incident.

At the evening session Mr. Smith, of Carleton, on a question of privilege, read an article which had appeared in L'Evangeline over the signature of Rev. Thomas Albert, parish priest of Shippegan, attacking the Minister of Public Works in connection with the Carquet Railway. Mr. Smith said he felt that the article impugned the honor of a Minister of the Crown, and a reply should be made to it.

Hon. Mr. Veniot took the ground that the article read by Mr. Smith was not a literal translation of the original, and therefore he had no right to read it on a question of privilege. The Minister replied vigorously to the attack which had been made upon him, and pointed out that he was doing everything in his power to compel the owners of the Carquet Railway to provide a decent service for the people of Lower Gloucester. They had appealed to Ottawa to disallow the act of last session and had succeeded in delaying matters as he was unable to go ahead under the provisions of the act until a decision had been reached by the Minister of Justice as to whether or not it could be vetoed. The matter having been disposed of, he was now enforcing the provisions of the act against the company.

Power Bill Considered.

The bill to provide for the development of the water powers of the province was considered in committee and practically disposed of. About twenty-five private bills were put through before the House rose at midnight.

Assembly Chamber.

April 19, 1920.
The House met at 3 o'clock.
HON. MR. ROBINSON asked leave to withdraw the motion for the suspension of rule 77 of which he had given notice of on Friday last.

The House went into Committee, with Mr. Sweeney in the Chair, and took up consideration of a Bill respecting the St. John and Quebec Railway and another to grant further aid to the said railway.

The Valley Railway.
HON. MR. FOSTER said that when the bills were before the committee he had promised to make a statement in which he would furnish some information in regard to the present status of the road. He said that the railway had been practically completed between Centreville and Westfield although there was some work in connection with the plates still to be performed. Some rights of way claims were yet to be settled but no difficult questions as regards titles were involved. The title of all lands taken for the right of way was posted in His Majesty's name and it was no difficulty in that connection in case the Dominion Government agreed to take over the road.

A settlement had been made with the Nova Scotia Construction Co., contractors for the Gagetown-Westfield section. The Government had retained \$50,000 pending a settlement by the Construction Co., with its sub-contractors and the sub-contractors of such sub-contractors. There were no matters of dispute between the Railway Company and the contractors or sub-contractors but in order to protect the province against any claims which might arise, it was thought best to retain the amount mentioned and it would be paid over to the Construction Company from time to time as settlements were made with sub-contractors.

In the summer of 1918 an agreement was made between the Railway Company by which it was set forth that if the contract was not finished in November of that year the Railway Co. would forfeit \$300 per day for each day elapsing between the end of November and the completion of the contract. The contract was completed to the satisfaction of the chief engineer on September 1st, 1919. The question as to whether the penalty should be exacted then arose and after inquiring carefully into all the circumstances the Government was satisfied that under conditions of the labor market the company had made as much progress as could have been expected. Conscription was in force, labor was scarce and material of all kinds difficult to obtain. It was learned that although provisions for payment of a penalty were inserted in all contracts, it was seldom exacted ex-

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