

ALLEGED ROAD FRAUDS IN GLOUCESTER ENQUIRED INTO

Hon Mr. Veniot Examined a Number of Witnesses from the Parish of Shippegan ---Mr. B. F. Smith was Present With Counsel---Brother of an M. P. P. Gives Evidence---Nothing of a Startling Nature Disclosed.

Bathurst, N. B., May 16. — Hon. P. J. Veniot, Minister of Public Works, opened the investigation into the expenditure of public money on the roads of the parish of Shippegan on Wednesday, the 15th inst. This investigation was to have opened on Tuesday, May 14, but owing to the fact that B. F. Smith, who had made the charges before the Public Accounts Committee, and who had been specially invited by the Minister of Public Works to be present, could not reach Shippegan in time on the 14th, it was postponed until the following day.

Hon. Mr. Veniot, while waiting for the arrival of B. F. Smith, investigated matters in connection with the ferry service between the mainland at Shippegan and the Savoie Landing, for which service an annual subsidy of \$300 had been paid during the last three years. In the spring of 1917 the regular ferryman, Cyranus Gionet, being unable to attend to this service,

notified the parish councillor, S. G. Robichaud, of the fact early in June, and Patrick G. Robichaud was appointed ferryman instead by the two councillors. At the end of the season Gionet, the former ferryman, put in a claim for half the subsidy, \$150, and he made an affidavit that he had carried on the service from May till July 23, and put in an account for gasoline, etc., amounting to \$261.31, while the new ferryman claimed the full subsidy for the season. The minister withheld the payment of the subsidy until he could investigate the matter. While the former ferryman swore he did not resign until July 23, County Councillor S. G. Robichaud, a Conservative, swore that this ferryman had given his resignation early in June. Other witnesses swore that the former ferryman's gasoline-propelled scow was not fit to be put in the water during June and July and the minister himself made the statement that on the sixth of July he had personally inspected this ferryboat and found it unfit for service. This statement was corroborated by two witnesses who were with the minister on the day he made the inspection. Other witnesses proved conclusively that Gionet could not have given the service for which he claimed payment. This man Gionet was one of the men implicated in the famous investigation held by Judge Chandler when so much boodling was revealed.

The first witness called in the road expenditure investigation was Alphonse G. Robichaud. There appeared on the pay sheet the names of Alphonse, Alphonse J. and Alphonse G. Robichaud. It came out in evidence that this was one and the same man, and it was never represented otherwise. When his name appeared twice in July it was for seventeen days as laborer and two for horses, driven by two drivers, the names of whom were given in a letter to the auditor, which accompanied the accounts, and it was proved that the work was actually performed. The checks for the work done by the two horses and Robichaud's hired men were sent to Robichaud. Robichaud took charge of a motor truck on August 11 and drove this truck as chauffeur during August, September and part of October, and during August two of his horses were employed in charge of drivers, and one in September, and there was no attempt to defraud, as it was clearly proven that the work was done. One hired man employed by the year by Robichaud received \$20 per month and board. The other, hired by the

day, received fifty cents per day and board, \$3 per day being paid for horse, cart and driver. Board was charged at \$5 per week. From this it appears Robichaud would be paying the men who drove his horses an average of \$1.21 per day, receiving about \$1.80 per day for horse and cart. Robichaud was accused of using the motor truck for hauling merchandise, etc. He swore that the men on the work, which was two or three miles from any store, would ask him to bring out to them some flour and groceries so they could take them home with them on their carts from the work instead of having to go out of their way to do so. He did in this way haul out to the work several barrels of flour, tubs of lard, etc., at the noon hour and in the morning on his way to work. He also had a pile of wood near the ballast pit, and he hauled eight truck loads in the evening on his way home from work. When ordered to cease work and take the truck to Bathurst to have it stored for the winter he took up with him six passengers, for which he said he was paid \$1.50 each, and did not think he was doing any wrong, because he had to take the truck to Bathurst.

An attempt was made to find fault with the purchase of gasoline from J. G. Robichaud, M. L. A., and the chauffeur, the member's brother, said he had bought gasoline from him in his own name. He had borrowed a barrel of gasoline from Loggie's mill until he could get a supply, and the supply not arriving in time he bought a barrel from John G. Robichaud to return Loggie's gasoline. Robichaud had a

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young boy driving his horse for a few days whose age was not more than eight years. He was kept on till a man was secured in order to keep work moving.

(Continued on page 3.)

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Pen No. 2 is headed by the first cock at Moncton and Fredericton poultry shows. Eggs from this pen \$2 for 15.

White Rock Pen No. 1 is headed by Colonel, a famous prize-winning cock, and consists of 6 splendid females. Eggs \$3 per 15.

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NOTICE

NOTICE is hereby given that there will be sold at public auction in front of the Post Office, in the City of Fredericton, on THURSDAY, the 23rd day of May, 1918, at 12 o'clock noon, the interests of Wilhelmina Phair in certain lands and premises known as the Wilhelmina D. Rainsford Homestead Property, described as follows:

"All those messuages and tenements and pieces or parcels of land and premises, situate, lying and being in the Parish of Kingsclear, in the County of York and Province aforesaid, known and distinguished as part of lot number twenty-two in the grant to Stephen Jarvis and others, bounded on the upper or westerly side by lands formerly owned by William B. Phair Esquire, and on the lower or easterly side by lands now or lately owned by Frances Goodie, the piece or parcel hereby conveyed, measuring in front or breadth fifty four rods more or less, and containing by estimation three hundred and thirty-five acres more or less, the upper half of the tract hereby conveyed having been heretofore sold and conveyed by the said Charles Rainsford and Deborah his wife, to James Balloch, and the lower half thereof having been heretofore sold and conveyed to the said James Balloch by Enoch Palmer and Lydia his wife reference to York County Records, Book O, page 56, will more fully appear."

Excepting thereout a 2½ acre lot on the front thereof conveyed by the said William D. Rainsford in his lifetime to one William Sharp by deed dated September 1st, 1904, recorded in the York County Records in Volume 123, page 656.

And also excepting the right of way for the Saint John & Quebec Railway Company, conveyed to such Company by two several deeds, the first of which bears date the 16th day of June 1912, recorded in York County Records in Volume 150, page 51, and the second of which bears date the 2nd day of January, 1917, and is recorded in said records in Volume 164, page 53.

Also, "All that certain piece, parcel or lot of land, situate, lying and being in the Parish of Kingsclear aforesaid, adjoining land sold or deeded by said Charles Rainsford, bounded on the upper side by land owned or occupied by Estey on the front by the River Saint John, on the lower side by land deeded to William and Edward Rainsford, and extending back from the River Saint John to the rear of said river lots, containing acres, more or less."

The interest of the said Wilhelmina Phair consists of the remainder in fee simple after the death of Maud C. Phair.

Dated May 8th, 1918. MAUD C. PHAIR, Guardian Person and Estate of Wilhelmina Phair.

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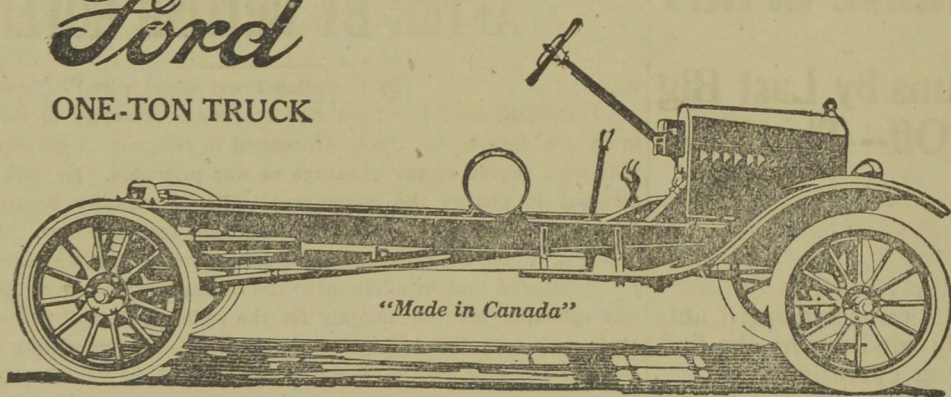
For the purpose of conserving coal, electric light and power will be shut off on Sundays from daylight to dark until further notice. It is not anticipated that this curtailment of electric service will continue for more than two months, probably not so long. By order of the Directors of Fredericton Gas Light Co.

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