



Your Spring Hat

It's here waiting for you. We're not just sure whether you will prefer one of the new shapes in Spring Derbies or one of the New Smart Styles in Soft Hats. We've the correct styles in both. Perhaps you had better come in and try on the different shapes.

Buckley & Son's London.

We do not offer our trade just anything in Hats. We handle Hats made by hatters who have made a reputation for making the highest grade of hats.

The John McLauchlan Co., Ltd.

CLOTHIERS AND FURNISHERS.

Agents for the Celebrated Buckley Hats.

It is to our extreme satisfaction that you know and appreciate the accuracy of our work at the dispensing counter. Only the best in drugs, only the best in dispensing, only the fair prices, is our motto.

SHEASGREEN DRUG CO., Ltd.

The Prescription Specialists,

L. EDWARD SHEASGREEN, Manager.

Gibson & Ross.

SEE THEIR HAND-MADE DRIVING BOOTS

The Very Best Stock is used. The Very Best Workmen Make Them.

GIBSON & ROSS,

Cor. Queen and Main Streets.

\$10.00 REWARD.

Any Citizen or Lady of Carleton County

Will be offered the following inducement to patronize us before May 1st, when we intend to open a business place in Woodstock.

Beautiful 14k Solid Gold Filled Lady's Watch, full jewelled Waltham movement, warranted 25 years, with a beautiful Long Watch Chain, Solid Gold Slide, real stones, warranted 25 years. Regular price of this watch and chain is \$30.00. Special price \$20.00. Remit us \$10.00 down and your note for four months, and we will forward by express. All other kinds of goods on same basis of discount and payment till may 1st. Our loss is your gain.

Reference—Bank of Nova Scotia, St. John, N. B.

DAVIS BROS., BOX 79, ST. JOHN, N. B.

54 Prince Wm. Street.

Under Bank of Montreal.

How a Hartland Boy Spent Easter

We left Prince Albert at 8.20 o'clock March 26th, and ran into Worman Junction. The Alberta express No. 1 was reported 14 hours late, so we went into Saskatoon. There we met a lot of Carleton County people such as William H. Coy, Herb Ross, Mrs. Townsend and family, Sid Ross and others, all of whom are doing well. We took the return Prince Albert train at 10.20 that night and went back to Worman Junction and as No. 1 was still later we registered at the Hotel Alberts and roomed with four other men in a room 6 x 10, with two beds. On March 27th one train arrived at 8 o'clock and we boarded her and made the run to North Battleford, which is a devengil point, a town of three years growth and a population of nine hundred and thirty-three, with all modern methods of a town. Here we met Wallace Ross, a Peel boy that we had not seen for twelve years. It is needless to say it was a happy meeting as we were special friends at Peel in the early days; and as he was going over the same route the next day, we stopped over and went along together.

March 28th, Mr. Ross had a car of potatoes arriving from Edmonton which we sold out quickly in the new and old towns at 75 cents per bushel, and got all fixed up that night, and when No. 1 train arrived we went out with her. This train is made up of one mail and express car, one baggage, one colonist, one smoker, one first class, one diner and one sleeper and is known as the Alberta express. But she is seldom on time. More than once we stopped on the grades for the engine to get her breath. We arrived in Lloydminster away in the morning of the 29th. This is the town that was built up by what is known as the much famed Barr colonists, and is a typical English town. We were amused by some of the stories of the early experiences of the colonists; how they tried to get the roosters to set on the eggs and allow the hens more time to lay them; and hitching the ox in the handles of the plow, and others too numerous to mention here.

When this town was laid out it was in the Saskatchewan territory, but upon forming the provinces the 114th meridian was chosen as the dividing line and it ran through this town and divided it 389 in the Saskatchewan part and 130 in the Alberta part of the same town, so there is a bit of strife going between them. Well, here a blizzard sprang up and a blockade was predicted, which proved too true and the trainmen refused to go out without a plow which was at Battleford. While waiting for the arrival of the plow the engine ran out of water. It started out some five miles to a tank but ran into some snow and was derailed, and before they got it back on the track they had to draw the fire, then they drained the water off and called her dead, which title she was worthy of all the day before. It was now near dark and snowing and blowing. Here was a large train and nothing to haul it with, and a general pow wow took place among the men. Ten o'clock came and Ross and I went to a hotel and went to bed after leaving orders to be called for the train if there were any signs of starting. But such a call never came.

On March 30th the wind had fallen and it was a pleasant morning except a little cold. The Alberta express still lay in the yard, a dead engine at her head, no news as to how we were to get out or if ever we could. The whole morning past and no move. About 1 p. m. No. 2 train came in from Edmonton with two engines. One got orders to go back with us, but as it was not turned the right way and had no coal the driver refused to go. So another block was on and no satisfaction to be had as to whether our train was going out today or next week, until about 5.30 p. m. an engine arrived with a water car, a car of coal and a car of settlers' effects. They coaled up and got all together which made up a train of one engine running ahead, a water car, one engine running backwards, a dead engine, a mail and baggage car, a colonist car, a smoker, a first class car, a diner, a sleeper and a freight van. The train was made up in the order named above and started out at 9 o'clock at night to buck snow without a plow. The wind was blowing a gale and snow was piling up everywhere. We got out some twelve miles and stopped in a snow bank and there we stayed the rest of the night owing to the dead engine. The first class car, which was heated from the dead engine, was cold and the passengers in it had to move ahead to the smoker and the colonist car which had self heaters, so the smoker was crowded and the colonist car was packed. The first class car was empty. There were families enough on board to furnish twenty six small children which needed attention and before morning dawned we were often reminded that the little ones wanted more attention.

On March 31st daylight arrived and nothing could be seen but a broad sea of snow and a long streak of steel, wood and glass planted good and deep in its depths. The conductor came in and told us that they were going to feed us, so we went to the diner and got our rashen. They cut in the wire and telegraphed for relief which we needed. Some good old mother would breath a prayer for grace to endure the siege, but I couldn't help but wish for Charles Henderson or some of the New Brunswick boys that bucked snow in the St. John Valley, to take hold of the thing and show them what could be and is done. We stayed in this bank all day and all night. Some would tell stories, some would sing, others would play with the kids and play cards, and others again were too mad to find a bit of pleasure at all and could only grit their teeth. And so we all spent our Easter.

April 1st, and we all looked as if we were badly fooled until about 8 o'clock we heard the whistle of the relief engine and everybody brightened up. Both of our engines were out of coal and water but the relief train had a plow, two engines, a car of coal and a car of water. They draw us back two miles and put us on a siding, and while we were coaling up and taking water the relief train and another, No. 1, which now was long past due, passed us, and we soon started after them and went ahead, but soon stopped. We found the plow train in a snow bank and the other, No. 1, just behind it, and our outfit in the rear. And there we sat all day while the snow plow outfit bucked snow. There were six engines, one snow plow, and two passenger trains there in a half mile. About dark one of the snow plow engines died for want of coal and water and so they quit for the night.

On the morning of April 2nd the engine of the other No. 1 came up behind the plow outfit and they worked their way through to the little town of Isley with the six engines, two of them dead and not a ton of coal in the whole bunch, and there we waited until a train of coal came to our relief and so they coaled up. In the meantime the superintendent arrived from Battleford with two engines and a wing plow and so stirred things up and got a plow train out for Vermilion, a Devesomil town some twelve miles, and in a short time we got a wire that they had arrived and for us to come on. Before we left this point a train of nine cars of settlers' effects came in. Upon our arrival at Vermilion the plow started for Manville with two engines and a gang of thirty men. While we were waiting for orders we were shown the ruins of an oil house that had been burned the night before. One man was burned to death and another very badly burned.

The 3rd inst. we left Vermilion about 4 o'clock leaving the other No. 1 and the stock train there. Upon our arrival at Manville, our conductor got orders to send his engine out with a doctor quick as the plow train was off and upset on the prairie, men scalded and hurt and one man was under the engine. Our engine was soon free from the train, the doctor aboard and a cloud of steam, snow and smoke soon hid her from our sight. She was gone an hour or two and brought back the word no one killed but another blockade was on. We went to a hotel for the night.

On April 4th when we got out our train had gone back to Vermilion and we walked out to see the wreck. The plow which was a steel one was turned end for end and lying on her side at the side of the track. The head engine was lying on her side, her tender was across the track and the rear engine was derailed. A wrecking gang arrived at noon and the track was pronounced clear at 10 o'clock at night.

On April 5th the Superintendent started out in the morning with a snow plow and two engines and a gang of men. The track is blocked between here and Vermilion where our train is. A plow train has left Edmonton. The weather is fine and warm so we can enjoy ourselves sitting on the hotel platform. Noon hour arrived and no train. The smoke of the snowplow train can be seen to the west of the town. About three o'clock we got word that two plow trains had past further west which opened the line to Edmonton and our trains in Vermilion were tied up for coal. But just at dark a train was seen coming from the west. When it arrived it had a plow, two engines, two cars of water, six cars of coal, seven cars of men and shovels and the word was that when it got to Vermilion, 15 miles east, our train would be out in the morning. So we went to bed. We just got asleep and the porter shouted "train". We rushed out, threw our clothes on in any old way, ran down stairs, over to the station, to find it was the snow plow train that had just passed that was blocked in the snow down the line. We went back not quite as quickly

as we had come over, growled at the porter and went to bed again. At three in the morning the porter came to our room and told us the agent had been over and advised him that the train had just left Vermilion so we got out again and on the morning of the 6th we made the run to Edmonton for dinner.

Yours truly,
Hartland.

Banquet to H. Paxton Baird.

The members of the board of trustees of the hospital, the board of school trustees, the board of trade and other gentlemen entertained H. Paxton Baird at a banquet in the Cafe Royal on Friday night, on the eve of his departure for the Canadian West where he has financial interest that require his constant supervision.

The material portion of the banquet was quite worthy of Mr. McLean, the new proprietor of the Royal.

Mayor Munro presided, with the guest of the evening on his right and the Hon. H. A. Connell on his left. Mr. Sheasgreen, president of the board of trade occupied the vice chair.

The chairman after a pleasing introduction read the following address to Mr. Baird:—
TO H. PAXTON BAIRD:—

We, your friends and associates, members of the different organizations with which you have been connected having learned with regret that it is your intention to sever your official relationship with these boards, owing to the fact that you are about to take up your residence in another portion of the Dominion, feel it our duty to place on record our high appreciation of the manner in which you have discharged the onerous duties attendant thereto. Your self-sacrificing labors have been of such a character as to merit far greater praise than any words of ours can express. In your departure the town loses a citizen of eminent business attainments, unblemished character, and one who in the exercise of his public duties, evinced the same acumen as in matters of purely personal interest. We can only add our wish in which we feel we are reflecting the sentiments of the entire community, that you and your estimable wife may experience a happy future wherever your lot may be cast.

Mr. Baird in his reply brought up many pleasant recollections of the past and told of the progress his native town had made in his time. He had many ties to bind him here but he found it necessary to make his home in the West. However he should always keep in his heart a warm place for Woodstock.

The following toasts were honoured:—
The King—God Save the King.
Board of Trade—I. E. Sheasgreen.
School Board—Messrs Belyea, Hayden, Thorne, Balmain and E. K. Connell.
Hospital Board—Messrs H. A. Connell, Dibblee, Seely and Bailey.
Mercantile Interests—W. W. Hay.
Teaching Profession—Messrs Harrison, Richards, Draper and Estabrooks.
His Majesty's Customs—W. Fisher.
The Press—Thorne and Malaney.
The Town Council—Mayor Munro.
Mr. Baird has been a most worthy citizen and the town will feel his loss very much. He is a man of great force of character and has always brought to the discussion of local affairs a clear and well trained mind. In social life he is a most companionable man and he always holds his end up. His new home will find in him a valuable citizen.

Giberson--Harris

The marriage of Miss Bessie H. Harris only daughter of W. A. Harris of Tracy Hotel, Bath, N. B. and Frank M. Giberson son of Amos Giberson of the same place, was solemnized at the home of the bride's parents at 1 p. m. on April 2nd, the Rev. L. A. Fenwick being the officiating clergyman. The bride was dressed in white taffeta silk with chiffon trimmings with bridal veil and orange blossoms and was attended by the groom's sister, Miss Ada Giberson who was dressed in white organdy over blue silk with blue ribbon and lace trimmings. The groom was supported by Charlie Stewart of Lower Perth.

The bride received many very valuable presents from her many friends.

The whole community join in every good wish that can be tendered the young couple. (Fredericton papers please copy.)

China Famine Fund.

Amount previously acknowledged by	
Mayor Munro,.....	\$225.75
Received since from Mrs. Maud Miller, Hartland,	
Mr. Shep. Boyer,.....	\$2.00
Rev. Arthur Baker,.....	1.00
Frank Hagerman,.....	1.00
	4.00
Total	\$229.75

Butter Paper for sale at this office.

TOASTED CORN FLAKE at H. G. NOBLE'S.