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HAMILTON BROS.

Main Street, Woodstock.

St. John Valley Railway.

We clip from the St. John Telegraph the following telegram sent in by their correspondent, touching on the St. John Valley Railway:

Very general regret was expressed among the Liberal members from New Brunswick when it was learned from the newspapers that arrived Saturday that the Hazen government had failed to keep its promise to guarantee the bonds of the valley railway. Those particularly who represent the river counties felt after the cordial expression by Sir Wilfrid Laurier in favor of the project to a large delegation that came to Ottawa, there was no serious obstacle in the way of the valley railway becoming at last an accomplished fact.

Even when later it was hinted that the Hazen government was not sincere in asking the opinion of the federal administration it was felt that public opinion as expressed by such representative delegations as went to Fredericton would convince the members of the government of the importance of the projected railway and the necessity of a bond guarantee.

It is now certain that suspicion of Flemming's earnestness, which some of the delegation which came to Ottawa had at that time, was well founded. His close consultation with a C. P. R. magnet on that trip and his reluctance later, when the delegation was in caucus, to consider a guarantee of bonds from Grand Falls to St. John were taken as proofs that he did not wish to cooperate with the federal government in assisting the valley road because it would be competitive to the C. P. R.

What was suggested—and it was understood to come from Flemming—was that the bonds should be guaranteed from Centreville to Westfield. This was considered ridiculous as such a line would have no suitable connections. Pressure, however, was brought to bear on Flemming before the delegation met Sir Wilfrid and there he supported the idea of a bond guarantee from St. John to Grand Falls.

That the influence of the big rival corporation was at work was known in Carleton county and the large delegation which visited Fredericton had a very animated interview with the government. Frank Smith and Rev. G. D. Ireland told Hazen and the members of his government what might be expected if they turned down the project. At this interview Hazen announced that a guarantee would be granted.

The session drew near its close, however, without anything being done and then the rumor became busy that Hazen was going to try to throw the blame upon the federal government. In consequence of this rumor, the following telegram dated April 27 was sent to F. B. Carvell, M. P. for Carleton: "We are credibly informed that the local government will not introduce legislation guaranteeing bonds to valley railway unless prior assurance is received that the dominion government will operate the road at completion. Would it be possible for you to obtain assurance and wire us at once as house rises Thursday or Friday."

Mr. Carvell, upon receipt of the telegram, at once got into communication with the ministers of public works and railways as well as Sir Wilfrid Laurier and in consequence of assurances received from them he wired as follows:

"Before the dominion government give a positive answer they require information as to details of proposition. They suggest the local government pass legislation authorizing guarantee subject to conditions that dominion government make satisfactory agreement to operate. F. B. Carvell.

That was a plain enough suggestion and such legislation would not have compelled the Hazen government to guarantee a dollar if the dominion government had failed to come to an agreement satisfactory to them. But there was an influence stronger than the wishes of the people in the river counties which made it impossible for Hazen to do anything in favor of valley railway and he was compelled to make the announcement that after further consideration he had decided that he would not bring down legislation this session to authorize a guarantee.

There was great indignation among the members of the Carleton County delegation in Fredericton and it is currently reported that Mr. Flemming had been asked to resign.

MRS. G. E. NICHOLS will be at home to friends, Albert St., Wednesday, May 12th, from 3 to 5 p. m. and Thursday 13th, 3 to 5 and 7.30 to 9 p. m.

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Town Council.

The town council met in monthly session in the town hall on Monday evening.

The town treasurer's report for the four months ending April 30th, showed receipt of \$3104.48 and expenditures \$6009.11. The report for the month of April was as follows: Receipt \$1872.77, expenditures \$806.20.

The overdraft at the bank now is \$4890.32.

The Scott Act Inspector said he had no report to make. There had been several cases before the police magistrate, but he was not able to secure any convictions. Several persons who intended selling beer the coming year have made applications which are now in the hands of the town clerk.

Coun. Fawcett, as chairman of the committee appointed to make an examination of the Broadway school building, said he had gone to the building on two occasions and looked it over. As far as he could see, the building was not safe. He referred to the trusses which held the roof, and did not think they were safe, and said that if a weight of ten tons was placed on the roof it would carry it to the cellar. He referred to the wall of the building, and said that he had taken his knife and picked pieces of the cement out. There were also different places where you could look through the walls and see daylight. He could take any man into the building and show him the truth of his statements. In regard to the supply pipe which runs from the street main to the building, he said the specification called for a heavy lead pipe that would stand a lot of pressure, but a galvanized iron pipe had been put in instead. This statement, he said, could be verified by digging up the pipe. He said people had called him a crank, but he had heard so much about the way this building had been put up, that he felt something had to be done. He had children who were going to school and if he felt that the building was not safe he wanted to know it and have it remedied. In talking with a man in Ottawa who was an expert in concrete, he had told him the building was erected in winter, and was informed that it would not stand. Several times he had gone to the building when the men were at work and was refused admission; others had told him the same thing, and he thought there was something suspicious. He had spoken to Mr. Green the inspector about using concrete in cold weather and was told that it would not freeze as they spread blankets over it. He said the waste pipe was not nearly large enough and was already filled with gravel.

He further said that Mr. Milaney, editor of the Press, was called on by one of the contractors and threatened that if he put anything in the Press in regard to the school building he would be prosecuted. Coun. Fawcett read a letter he had received from a lawyer in St. Stephen stating that if he did not make a retraction of statements he had made regarding the school building, he would have to stand a suit in the courts. The man had sent the letter thinking to close his mouth and to keep the talk from the public. He thought it was a piece of impertinence for people to come into the town and say to the newspapers you shall not publish anything that is not to our liking. In conclusion, Coun. Fawcett said that if the people of the town were satisfied to accept the building he had nothing further to say.

Mr. Mc Vay, Sr. who with his son was present at the meeting, in answer to the remarks of Coun. Fawcett, said that there was not a word of truth in the statements made by him. He may know something about driving oxen, but he knows nothing about concrete. Mr. Mc Vay claimed that the best cement that could be procured was used in the building, and it was solid and there to stay. In regard to the other work on the building, it was sub-let to Woodstock men now living in town, and the inspector was also a town man and was thoroughly competent. As far as the plumbing was concerned he understood it was put in according to specifications. He could bring in outside men capable of passing judgement upon the building, if necessary, and would be prepared to abide by their decisions. When the building was in course of construction the trusses criticized by Coun. Fawcett were used in hoisting material and at times a weight of six to eight tons was taken on them without a sign of strain, which shows that Coun. Fawcett did not know what he was talking about.

Coun. Mc Manas said he was one of the committee appointed to visit the building, and while he was not in a position to pass judgement, from what he saw he thought the building was all right. However, he did not think it was a matter for the council to deal with. The school board had charge of the affair, and if there is any danger the architect will safeguard the interests of the town.

Coun. Fisher said he was also a member of the committee, and being a practical man he had made an examination of the building. He did not have the plans and specification to go by. He had examined the splices in the trusses referred to and considered them perfectly safe, and capable of standing any strain put upon them. If there were any defects in the concrete work now is the time they would be seen. He could not see any defects and thought the building was perfectly sound. In regard to seeing daylight through the concrete blocks, pointing would remedy the matter.

George W. Gibson and J. W. Gallagher waited on the council and asked them for a grant of \$300.00 to be given to the band for a series of concerts to be given during the summer season, once a week. The band had purchased new instruments and intended getting new uniforms, and if at any time it disbanded the instruments and uniforms would become the property of the town.

The matter was held over until Friday. A letter was read from C. P. R. stating that the company had been paying the town the sum of \$310.00 per year for water, and thought the rate of 12 cents per 1000 gallon was too high. They asked for a reduction. Referred to water committee.

The council decided to advertise for tenders for Sup. of Water Works. The chairman of the street committee has decided to superintend the streets this year.

A number of applications for beer licenses were received and were upon motion granted. The license particularly specifies that it is given for the sale of non-intoxicating beer. Last year the licences as given specified lager beer and hop beer with certain other beers.

Coun. Fawcett voted against the motion to grant the licenses.

The New Highway Act.

The new Highway Act as amended is now in force and places all Highways under the control of the Highway Boards, consisting of the two County Councilors of each Parish, and another resident of the Parish, appointed by the Chief Commissioner of Public Works, who is to be the Secretary-Treasurer of the Board. The new Act amendments is now in the printers hands and will be ready for distribution within a very short time. The Act provides that the Board shall be called together by the Secretary Treasurer on or before the 20th of May, and shall then elect one of their number as Chairman, divide the Parish into as many Districts as may be advisable, and appoint a Commissioner for each District, and may also sub-divide the district into sub-districts and appoint a Surveyor for each sub-district.

If road tax has been levied at old rate, same is to be recinded and Assessors are to make out new road assessment at new rate of \$1.50 poll tax and twenty cent property tax, and new rates may be worked out by ratepayer or a substitute, or tax may be paid to Surveyor when the Statute labor is being done, and the Surveyor can expend the tax paid, in same district. Delinquent road taxes may be worked out by statute labor under direction of Surveyor.

The Commissioner has charge of all roads in his district, and holds office during the pleasure of the Board. He directs the Surveyor when and where to begin statute labor work in the sub-districts, and he also collects all road taxes that are not paid to Surveyor or worked out by statute labor, and pays same over to the Highway Board.

Non-resident ratepayers are to pay their road tax in cash, to the Collector of rates, and same is paid over to the Highway Board, who are to expend all monies collected in the District in which same is collected.

The amount granted by the Provincial Board of Works is to be expended by the Highway Board, who will apportion and expend same as they may determine. The road tax funds now on hand will also be expended by the Highway Board of each Parish.

The rate of pay for men and teams for labor of roads are to be fixed by the County Council, but if they do not fix any rate, then same shall be, for men twelve and a half cents per hour, for double teams with driver, thirty cents per hour, and single teams with driver twenty two and a half cents per hour.

The pay for breaking roads in winter is to be fixed by the County Council, but if they fail to fix the rate, then the rate of pay is to be the same as for statute labor. The Highway Board may contract with parties for keeping the winter roads in a passable condition.

The remuneration of members of the Highway Board shall be fixed by the County Council, amount however not to exceed ten dollars, and the Secretary Treasurer shall receive the same pay as other members of the Board, and same to be paid out of the Provincial monies.

Commissioners are to receive pay as may be fixed by the Highway Board, not to exceed ten percent of the sum expended in his District.

Surveyors to be exempt from road taxes for attending to statute labor not exceeding twenty-four working hours, if engaged longer then to be paid as Highway Board may determine.

REPEAT IT:—"Shiloh's Cure will always cure my coughs and colds."