

Board of Works 1307

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**MARRIED**

**POMEROY-MARTIN.**—At the Reformed Baptist Parsonage on July 30th, by Rev. H. C. Archer, Fred W. Pomeroy and Miss Etta M. Martin, both of Island Falls, Me.

**BROWN-PARSONS.**—At the Reformed Baptist parsonage on July 31st, by Rev. H. C. Archer, Thomas L. Brown of Hartland, and Miss Lydia A. Parsons of East Brighton, Car. Co, N. B.

**ENGAGEMENT ANNOUNCED**

Mr. and Mrs. Harry Deakin, of Benton, N. B. announce the engagement of their daughter Margaret E. to Mr. Douglas Graham Gibson, of New York City. The marriage is to take place in October.

Miss Agnes Dent spent last week at East Florenceville the guest of her cousin, Miss Zena Hartley.

Miss Mary Street spent the week end in St. John at the Royal, the guest of her Aunt, Mrs. F. L. Tibbitts, of Milwaukee.

**BORN**

Berrie.—On July 29th., at Woodstock, to Rev. A. C. and Mrs. Berrie, a daughter.

Saunders.—At Calgary, to Mr. and Mrs. Harry P. Saunders, a daughter.

BISHOP.—On Monday, July 29th., to Mr. and Mrs. Wallace Bishop, a daughter.

Miss Mildred Flemming, of Hartland, is visiting Mrs. Wilmot Hay.

Miss Mary Carr, of Hartland, is visiting Mrs. R. B. Jones.

Mrs. C. A. West, Centreville, is visiting Mr. and Mrs. H. S. Burt.

Mr. and Mrs. Geo. W. Lee left Tuesday morning to spend "old home week" in Fredericton. They will be the guests of Dr. and Mrs. Turner.

**Robert Scott Starrett**

Robert S. Starrett died on Sunday July 28th at the home of his son Guy in Butte, Mont., after a weeks illness aged 68 years. He leaves to mourn his loss one son Guy R. of Butte, Mont., and two daughters Misses Georgie E. and Mary J. E. Starrett, both of Woodstock. The body arrived in Woodstock on Saturday night accompanied by Mr. and Mrs. Guy Starrett. The funeral took place on Sunday from the residence of his sister-in-law, Mrs. Alonzo Hale, Grafton, at 2.30 o'clock, service being conducted by the Rev. R. W. Weddall. The Hymns "Safe in the Arms of Jesus" and "Lead Kindly Light," were sung.

The pall bearers were C. L. Smith, J. T. A. Dibblee, W. W. Hay and J. J. Hale. Interment was made in the Methodist cemetery. Mr. Starrett, who has been in the West for some years, was to come home the last of this month.

**Town Council**

Many matters of interest were dealt with at the town council meeting on Monday evening. There was the report of the street commissioners as here given. Coun. Gibson also reported on the new electric fire alarm by which when an alarm is sent in, the bell will indicate by strokes three times repeated the number of the box from which the alarm comes. The public will be given full information, later, as to the numbers of the alarm boxes. The gong will also strike every day at noon to test it.

The Mayor reported as to his attendance before the Railway Commission which met in St. John on the 9th of July last in the matter of the railway crossings at Queen and King streets. It would be recalled that on representation of the Commission the Council appointed a man to take the count of teams and pedestrians crossing on the ice at Queen Street during the winter. That count was submitted to the Board, and at the same time, the Council drew attention of the commission to the unsatisfactory condition that existed at the King street crossing where the bell that had been placed there on the order of the Commission was found unsatisfactory. His Worship appeared before the Board, in the place of Mr. Hartley who was laid up on account of an automobile accident. He had photographs of the crossing made and showing the sharp curve above King street. After hearing both sides the Commissioners ordered that a bell be placed at Queen Street, and expressed the opinion that gates should be at King Street, but wished more information as to the traffic on the bridge and suggested that the C. P. R. and the town place men to count the traffic and the trains. Last week for four days the C. P. R. had a man at the end of the bridge and they reported as follows,—

	Vehicles	Pedestrians
July 22	203	293
" 23	328	460
" 24	255	330
" 25	351	542

  

	Pass. trains	Freight trains	Yard engine
July 22	8	3	4
" 23	8	6	2
" 24	8	4	4
" 25	8	4	4

The Town put on men for the two following days between 6 a. m. and 10 p. m. and they reported:—

	Vehicles	Pedestrians	trains or engs.
July 26	306	475	15
" 27	381	587	14

He had sent the report of the Town men to the Commission. They had also reported that on one day the bell rang before one train came from up over the bridge and failed to ring when another train followed. The next day the bell rang continuously for fifty-five minutes and was then removed. As the county was interested in this crossing the Board said that they would communicate with the county authorities as to the placing of gates, as in some instances it was considered fair that a contribution towards the placing of them should be looked for from the municipality. The Town was more than ever interested since the acquisition of the island for a public park. While on this matter the mayor called attention to the desirability of the council joining with the county authorities in memorializing the local Government to place a sidewalk on the river bridge. Traffic was increasing rapidly on the bridge and the above figures would show the large number of pedestrians. Under these circumstances there was much danger with no sidewalk especially where crowds attended celebrations on the island, or in case of a runaway. He trusted this matter would not be allowed to drop. Engineers had informed him that a sidewalk for pedestrians could be placed on the side of the bridge at no great expense or difficulty.

**To His Worship the Mayor and Council**

Sir:—  
As requested by you, I have written the following report, which I now place before you, and which I have tried to put as clear as possible, so that every body will be able to understand it in every detail. As I described in the last report the reason why excavated the middle of the road, I do not think it is necessary for me to explain that part again. But as several people have asked me about drainage I would like to explain that the big rock which was placed at the bottom, not only acts as a foundation, but as drain too.

Now when you build Permanent streets, it don't merely rest as some people think with the laying of stone on top of the present surface, without first preparing it, for as you know they are in most cases covered with beach gravel; but some people think, and have told me, that I will never get a better or harder road than they are at present. But allow me to explain that beach gravel is absolutely useless, for it is so irregular in its qualities. By stone and medium and small stone, mixed with about 50 per cent of dirt, so that when it rains you know the consequences, always a lot of slippery clay mud, which means scraping very often, and in the course of a year quite an item is charged for this to the maintenance of street account. Regarding Broadway, Mr. Gallagher's idea is splendid, but you must first scrape off the mud, and in laying a two course of stone, a shoulder will have to be made to prevent the crowding of the rock into the ditch, or even a better way is to cut a series of ruts along the street, similar to ploughing a field, you cannot help but see that each division will hold its own stone permanently. There are lots of streets in Woodstock today, if they were only scraped and the spongy, and hollow places filled, then rolled, would last for years, providing they had a light sprinkling of screenings.

There is another point I would like to point out to the council, and that is the practically impossible task of making perfect side walks, on account of the irregular height of the sills of houses and shops. The law should be enforced regarding this, for it means sidewalks like a camel's back, especially in some parts of Main street. I would like to explain the reason we have left operation on lower road, which only needs the final rolling, culverts and gutters cemented, (but they can be done after the road is opened) is because Broadway needed the roller and we thought it advisable to get it finished and open it up for traffic. The lower road needs very little more expense, I will put pipe culvert with stone, so that teams can drive to their different yards, and as soon as the roller is available this will be done. It seems a pity, but under the circumstances it cannot be helped, that we cannot have a binder with the top layer, for Auto tyres as you know are very hard on the road, they act with a suction and pull the small stone up then consequently these depressions get larger, unless the roller is now and again ran over it. But with a Bituminous material, take for instance tar and salicylate of soda; mixed together, heated, and stone put in with it, then spread 1 inch thick over the surface, and thoroughly rolled, to my mind you have the coating that is hard to beat, and I earnestly hope next year you will see your way clear to carry this out, for it can be done for about 5 cents a yd. and save considerably on your maintenance bill. There are a lot of ready prepared dressings such as Tarvia, Roemac, etc. but they are very expensive, far too much for such a town as this. In France where they are considered to have the best roads in the world, their superficial tarring average 3cts a square yard, and these bituminous pavement constructions, with refined tar, by the different mixing methods varies from 40 to 60 cts. a sq yard, for a 3 inch course. Regarding our rock, without the slightest hesitation, I will tell you that you have enough for 2 more years, but will make this suggestion, that you get some Lime stone next year, for the top layer. It contains a quantity of salicylate's which has a great binding power of its own, and is the only stone that can be used with perfect satisfaction for the final top layer. Before I close this article, I wish to explain that from the square very little will be taken off, only sufficient to grade the road below the sidewalk, which at present is the other way about, and all the rain is running into the cellars, by the hay-scales. The quare is a much better quality road than the last piece operated on, except by Mr. Gallagher's shop, and Young's Hotel, which is very spongy and will

have to be excavated about 3 or 4 ft, and filled with rock. I would like to state that the Plant consisting of crusher, motor, etc. is a splendid investment, but the roller is too light in front, and would suggest that this winter we take and fill it with cement and scrap iron, which would add considerably to its weight. For tearing up the square we used the spikes in the wheels of the roller, which worked like a charm, much to the amazement and interest of some Woodstockites.

I now close this article with the following report each department kept separate and in every detail. Trusting you are satisfied with the progress made.

I am Sir  
W. J. Gosling  
Superintendent.

**SUMMARY**

Wages Paid by Mr. Bourne on Vouchers signed by W. J. Gosling for Work on Crusher, Streets, etc., up to July 31st. Total	\$1,276.39
Bringing Roller and Crusher from Shed June 12th., 13th., 14th. Total	\$22.76
Erecting Crusher and Building Motor House, erecting Counter Shaft, House and installing Motor, June 15th. to 22nd. Total	\$70.60
Building Platform, July 1st.	\$11.50
From June 21st. to July 31st., Building Road from Connor Street to Savage's livery stable 360x32 ft. 2895 sq. ft.	\$70.00
Excavating Centre.	\$41.00
Grading Slopes.	\$43.00
Building Ditches.	\$30.00
Building Sidewalks.	\$27.50
Teams Hauling Dirt.	\$27.50
Rolling.	\$24.00
Coal for Roller, oil for Lanterns	\$85.00
Laying Rock.	\$42.57
Hauling Rock to Road.	\$234.00
Cost of Rock and Crushing and Foreman's work.	\$594.00

Total. The above is an approximate cost and about \$60. more for Cement for Gutters, Pipe for Culverts, and Wages will finish it including Rolling.

Digging Holes for Pipes.	\$10.89
Wages for Rolling Broadway.	\$39.50
Cost of Running Crusher, in Wages, since June 24th. to July 31st.	\$515.60
Wages Paid for Hauling Rock, etc. to Road and Pile on Broadway.	\$124.40
Work on the Square, July 31st.	\$12.35
W. Gosling, superintendent, of whole of the work.	\$113.85
This is independent of Building work on crusher, etc.	
Measuring Roads and making Stakes.	\$33.44
Tressles, etc.	\$343.18
Bills for Rolling stock, Belts, Tools, Material, Oil, Coal, etc.	\$343.18
There are about two more small bills for sharpening Picks, etc., which have not come in.	

**SUMMARY.**

Wages paid by W. J. Gosling.	\$1276.39	wages
	343.18	bills for rolling stock
	1619.57	Total

The following amounts were paid by Supt. Fields for work done on Broadway, charged to current account:—

Chas. Hale.	\$90.00
Abe. Hudlia.	\$73.50
Shep. Hudlin.	\$30.25
McLean	\$12.25
Chas. Hale	\$17.87
Lenahan	\$5.50

**Base Ball Picnic Committees**

Com. for Supper	Dow, Kelly, Baird,
" for Prizes	Chas. Donnelly,
A. W. Fields.	
" Bowling Alley	J. S. Leighton, Jr.,
W. E. Stone.	
" Air Gun	Jack Thompson.
" Archery	Dr. Thompson.
" Dolls	Jack Cogger.
" Bean Toss	Marsh Ryan.
" Horse shoes	William Bolger
" Cigars & Beer	Burpee, Cogger,
Pickels.	
" Ice Cream	Harry Stevens &
R. E. Holyoke.	
" Swings	J. W. Gallagher,
J. A. Gibson.	
" Lotteries	E. W. Mair, G.
W. Gibson.	
" Bagatelle	Chas. Sullivan.
" Paddle Wheels	Leighton & Stone.
" Voting contest	Jack McDougall.

Mrs. Harry McElroy and son, who have been visiting friends in Fort Fairfield, for the past few weeks, have returned home.