

The Carleton Sentinel.

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WOODSTOCK, N. B., FRIDAY, AUGUST 14, 1903.

WHOLE No. 2951.

THE NATURAL ROUTE.

The proposed Grand Trunk Pacific Railway is just now occupying a very large place in the minds of the public. The contract doubtless has its advantages and disadvantages, just the same as any other, and the only proper course to pursue in discussing its merits or demerits is to appraise its worthy features and endeavor to show where improvement may be made in the undesirable sections of the bill.

This country is a growing community. Years ago the wisdom of building one transcontinental line was seriously questioned by many of the ablest minds of the day. The passing of the years has amply justified the faith of the builders of Canada's first ocean to ocean highway of traffic. With settlers pouring into the country, and the demand for a competitive railway, and one built wholly on Canadian soil, the forces at work asking for the building of the Grand Trunk Pacific are able to present a very strong case. Without going further into this phase of the question, since it is a foregone conclusion that the road will be constructed, we may do better service by discussing the route to be followed, particularly the section of this province that will be traversed.

It is well known that the original draft of the bill calls for the construction of a road from Edmundston to Chipman, in as nearly a direct line as may be possible. The road, so constructed, would pass through a wilderness. The local traffic for a generation would not pay interest on the axle grease, and there are also very great engineering difficulties. The New Brunswick extension rests for its success and for its justification on the obtaining of exceedingly easy grades. The Intercolonial is on the whole a line of easy gradients. In order to excel that road, or even compete in so far as time is concerned, the new line must obtain exceptionally favorable gradients.

The plain facts of the case are that the interior of our province presents extraordinary difficulties in the way of the building of such a road. A line diagonally across the province from Edmundston to Moncton may be dismissed as simply impracticable. East of the upper St. John lie the lofty ridges of the Tobique Mountains. This chain of peaks lies in a great semi-circle around the basin of the Tobique River. The mountains are about 1200 feet high. The St. John river, a few miles away, is only a few feet above the sea level. The mountains are rugged to the last degree, and have been exhaustively examined, since several of the routes proposed for the Intercolonial ran through this region. Of course a road could be forced through, for modern engineering laughs at any difficulty, however great, yet to get the essential easy grades, the Tobique mountains must be skirted, not pierced.

This means that the railway must follow the valley of the St. John as far as Fredericton. Once there it can strike across the country to Moncton. St. John and Fredericton are already in railway connection, yet if necessary, a branch could be built to the winter port city. The Edmundston, Woodstock, Fredericton, Moncton route would be advantageous to a great section of country that is without adequate railway facilities. For generations the people of the St. John Valley have had visions of a railway held out by the politicians, and on each occasion, failure has succeeded failure. Now that there is a strong company determined upon building a road in the province, it would seem that the long looked for opportunity has arrived. Nature has decreed in our favor. The very existence of the new road depends upon its taking the natural route. No policy of construction as in the provisions of the bill defining the route can at all be justified. The road must follow the St. John Valley. Sooner or later the promoters will discover their mistake.

We have good reason for stating that the route as outlined in the act is based on an imperfect knowledge of the existing conditions. Just as soon as the difficulties in the way of the proposed construction are apparent to the builders, they will certainly seek an easier route. There is only one possible route in order that the line may fulfil the part for which it is destined. That route is along the St. John Valley. We have faith that the Valley will yet be traversed by the screaming iron horse, winding its way from the Atlantic to the Pacific, and bearing with it the interchange of commerce, that is essential in such a magnificent heritage as we possess.

W. B. M. U. CONVENTION.

Motto—"We are laborers together with God."

Programme for the Woman's Baptist Missionary Union of the Maritime Provinces Convention, to be held in the Baptist church, Woodstock, N. B., Aug. 19-20th, 1903. Meetings of the Executive on Tuesday afternoon and evening, Aug. 18th.

WEDNESDAY MORNING, AUG. 19.

9.30—Praise and prayer service led by Mrs. Dykeman. Registering and receiving badges.

10.00—Convention opened. Roll call of delegates. Rules of order read by President. Appointment of committees.

10.30—Reports of Provincial Secretaries: New Brunswick, Mrs. Cox; Nova Scotia, Miss Hume; Prince Edward Island, Mrs. Spurr.

11.30—Association directors' conference.

12.00—Lunch and social.

Wednesday Afternoon.

2.30—Prayer service led by Mrs. C. E. Miller.

3.00—Treasurer's report of W. B. M. U., Mrs. Mary Smith; treasurer of Mission Board report, Mrs. Ida Crandall.

3.20—Report of secretary, Mrs. C. U. Martell.

4.00—Address of welcome, Mrs. Fash, Woodstock. Greetings from other societies.

4.30—Home Mission report, Mrs. W. King.

5.00—Report on Literature, Mrs. W. Harding; Tidings, Miss Bessie Harding; Link Programmes, Mrs. Alex. Christie. Tea and social.

Wednesday Evening.

8.00—Opening Exercises. Scripture Reading. Prayer. Address, Mrs. E. T. Miller, grand legion representative. Address, Mrs. L. D. Morse. Special music. Solo, Mrs. N. R. Hatch.

THURSDAY MORNING.

9.00—Prayer service led by Mrs. D. Hutchinson.

9.30—Memorial service led by Mrs. Gunn.

10.30—Workers conference led by Mrs. M. S. Cox.

11.30—Appointing officers. Other business. Lunch and social.

Thursday Afternoon.

2.30—Praise service led by Miss Martha Clark, India.

3.00—Mission Band service led by Mrs. P. R. Foster. Reports from Mission Band superintendents: Nova Scotia, Mrs. Foster; New Brunswick, Mrs. Bailey; P. E. Island, Mrs. A. F. Brown. Mission Band lesson, Miss Etta Tuill.

4.25—Round Table, led by Mrs. C. H. Martell.

5.30—Estimates and unfinished business. Tea and social.

Thursday Evening.

7.30—Opening exercises. Address by Miss Clark, Chicacole, India. North West Missions, Rev. L. D. Morse. Special music by choir of Woodstock Baptist church. Solo, Mrs. Frank Good.

OBITUARY.

News reached Williamstown, Northumberland Co., last week, of the death of Wilfred Tozier, a young man formerly of that place, who for past six years has been in Washington State. He died at St. Luke's hospital, Whatcom, where he had been taken for treatment, having received severe injuries while at work at Hilltop, the lumbering territory of the firm of Graham & Tozier, of which deceased was a member. The circumstances of the accident are as follows: He was at work in the woods walking near a log which was being hauled into the landing by a donkey engine. It appears he gave the signal for the engineer to stop. In some manner the signal was misunderstood with the result that Mr. Tozier's left leg was caught by the log and badly crushed. It was found necessary to amputate the injured limb but the shock to the weakened condition of the patient caused by loss of blood was too great. He passed away at 10 p. m. that evening, July 20th. Funeral services were held at No. 15 Undertaking Parlours by Rev. Geo. R. Varney. Interment was made in Bay View Cemetery. The large number of friends who were present to honour the memory of the deceased and the many beautiful floral tributes were evidences of the love and respect which all had for the young man. His death is also sorrowed by his father, Wm. Tozier, of that place, two brothers Edwin and Ernest of Island Falls, Me., and five sisters, Laura, of Waltham, Mass., Mrs. Wm. Quail, Evelyn, Millie and Bertha of that place, as well as a large circle of friends. An interesting event arranged for this autumn, when he would visit his old home, in which deceased, it is understood, and a Chatham young lady would participate, further adds to the sorrow of the close of his prosperous and promising life.

A CHANGE OF HEART.

Councillor Burt will not get his Commission.

THE ST. JOHN VALLEY ROUTE FAVORED.

At a meeting of the Town Council on Friday evening of last week, Mayor Belyea and all the councillors were present.

Coun. Garden, from the finance committee, reported on the matter of the petition of P. McAnna, that he went to the treasurer's office, found that Mr. McAnna had not paid any school tax for six years, and he was not taxed for this year, consequently he had no case against the board.

Coun. Garden said the committee also found that the Davis mill property, now owned by H. A. Connell, was exempted from a \$5000 valuation for five years, beginning May 7th, 1900, on account of the building of a dam, in the creek, by Mrs. Davis, the then owner.

Moved by Coun. Garden, seconded Coun. McManus, that the same amount from which Mrs. Davis had been exempt, be struck off from the Electric Light Co. assessment this year.

Mayor Belyea thought it was the duty of the finance committee to see if the valuation of that particular property had been raised owing to the improvements made by Mr. Connell. The point he wished to make was that if \$10,000 had been added to the property, and the valuation not increased this year, it was hardly right to cut off \$5000.

The motion was withdrawn and the matter was referred back to the committee.

Coun. Sheasgreen said the residents of the street near the Presbyterian church were demanding an asphalt sidewalk, which they claim has been promised them for two years, at which time the wooden sidewalk had been removed. A sidewalk at that place would be appreciated very much by the members of the church and the school children who pass over the street.

Coun. Burt said it had been the intention to lay that piece of walk. He had talked to several of the councillors and the opinion was that they were spending more money on the streets than the town could stand; the material was nearly used. He would like to lay the piece under discussion, but the appropriation would be exhausted when the present work was finished—maybe a little over the appropriation. There was a piece near the Hospital that should also be laid.

Coun. Dibblee wanted the fact placed before the public, by the newspapers, that executions for all back taxes were now in Sheriff Hayward's hands.

Coun. Sheasgreen reported that sub-contractor Steeves, under contractor Fields, had finished his work on the town hall, and he asked for \$250 in payment for the same.

On motion Coun. Sheasgreen, seconded Coun. Dibblee, an order for \$250 was passed, provided this amount already paid, does not exceed 80 p. c. of the work done.

On motion Coun. Burt, seconded Coun. Jones, George King was appointed field driver and pound keeper and his barn constituted a legal pound.

On motion Coun. Burt, seconded Coun. Dibblee, the street committee was empowered to ask for tenders to build a sewer across the Hayden property.

Coun. Garden said in looking over the bond book at the first of the year he saw that three small debentures, amounting to \$1525, were coming due. A water debenture of \$1000, held by Robert Caldwell, was not noted. His Worsnip also overlooked the matter. Now this bond came due the other day and was paid by cheque, which will considerably increase the bank deficit. He would like to ask the clerk how they had better proceed in the matter.

Clerk Hartley—If you need funds the only way to proceed is to issue an ordinary debenture up to \$2000, which is legal in the meaning of the Act.

On motion Coun. Garden, seconded Coun. McManus, the town clerk was instructed to ask for tenders to issue an ordinary debenture for \$2000.

The bill of Fewer Bros., laid over from last meeting, was taken up and Owen Kelly and Joseph Fewer were heard before the board on the subject.

On motion Coun. Sheasgreen, seconded Coun. Dibblee, the bill was

ordered paid, the amount to be refunded the town by John Lindsay, agent for the house at Lower Corner served by the sewer pipe, and if a refusal is made, the pipe, entering the house, is to be disconnected.

On motion Coun. Garden, seconded Coun. McManus, the following resolution carried unanimously:—

That in view of the fact that the Dominion government is about to give a charter and aid in the construction of a trans-continental railway reaching from the Pacific to the Atlantic ocean; and

Whereas—it has been stated by the premier in the House of Commons that the said trans-continental railway will enter the province of New Brunswick at Edmundston and there be extended in an easterly direction to the city of Moncton; be it Resolved—That this Council send a memorial to the Dominion government setting forth its disapproval of the proposed road through the central and wilderness portion of the province to the city of Moncton, believing that the best interests of the province and the Dominion at large will be served by the construction of the line to the city of St. John by way of the St. John Valley from Edmundston through Woodstock to Fredericton; and be it

Further Resolved—That a copy of the resolution be forwarded at once to the Rt. Hon. Sir Wilfrid Laurier, also to the members of the House of Commons representing the counties of Victoria, York, Charlotte, Sunbury-Queens, Kings, St. John city and county, asking their co-operation with the member from Carleton in pressing the matter on the attention of the government.

Coun. Garden thought that the St. John valley was not being given the attention its importance demanded, by the Dominion government, in the building of the proposed National Transcontinental Railway. This resolution might do something toward bringing the railway through Woodstock, which, if it was constructed through the St. John valley, would be of great benefit to the town. The resolution might start an agitation by the members of the province that would have some effect on the government.

Coun. McManus endorsed the opinion of Coun. Garden. The route down the St. John valley was the proper location for the great trans-continental railway, and if the route were selected the road would be beneficial to the whole of the province, not alone to the counties mentioned in the resolution.

Coun. Dibblee reported that he saw the engineer at the pumping station and that official said if the dynamo engine was put in shape, there would be no trouble in giving the electric lights all the power needed. He (Dibblee) had ordered a machinist to do the work.

When the bills were under consideration, one from Coun. Burt for \$344.10, appeared not audited by the committee, as a former bill for \$330 had passed the board.

Mayor Belyea said he could not entertain the bill as it did not come from the audit committee.

Coun. Burt—Do you think the Council is justified in not paying the bill? The members at a former meeting said I should be paid, but the bill was not made out correctly.

Clerk Hartley—Before I made out the former cheque, Coun. Burt came to me, told me not to make it out for \$330 as he would not take that amount, and he would have another bill prepared.

Coun. Garden said at the former meeting Coun. Burt agreed to throw off the five per cent commission charged, and the bill then was ordered paid.

Coun. Sheasgreen was surprised at Coun. Burt presenting this bill for the matter had been settled.

Coun. Burt—The board said it was a just bill, but was not made out properly. Now, the five per cent is covered in the bill, as councillors suggested it should be, and you can pay the bill or any part of it, for I have already paid for the asphalt.

Coun. McManus took exception to the remark that the councillors said it was a just bill. He refused the first time the bill was presented to the bill, as the charging of commission by a councillor would be establishing a bad precedent.

Coun. Jones claimed at no time did he think the commission asked for should be paid. If the board had a street commissioner the latter might buy material from Coun. Burt, and he would get his commission; but this commissioner would not be compelled to buy from Coun. Burt, which made quite a difference.

Mayor Belyea refused to entertain the bill, and the original bill for \$330 stands.

THE FIGHT WITH WEEDS.

We read in Grecian mythology of a contest between Hercules and the giant Antaeus, son of mother Earth, and famed for his strength and skill in wrestling. Although Hercules was able to throw his antagonist to the ground, from each fall Antaeus would rise from mother Earth stronger than before. Hercules finally killed him by lifting him from the ground and squeezing him to death. The struggle of the farmer to free his fields from the domination of noxious weeds has been appropriately likened to that of the Greek fable. Everyone who is interested in agriculture knows well the great extent to which weeds exist in our cultivated lands. Hitherto our farmers have been about as successful in their fight against weeds as Hercules was in the earlier stages of his contest with Antaeus. They have been fighting away blindly, treating all kinds of weeds in the same way, with the result that some weeds are killed, some are merely kept in check, and some flourish and increase. If they are ever to be eradicated entirely, their habits of growth, their strong and weak points, must be studied by the cultivators of the soil, even as Hercules studied the weakness of his adversary.

During the last year or two a great deal has been done by the agricultural departments through the medium of newspapers, bulletins and agricultural meetings to disseminate information on this subject. The process of education, however, is necessarily slow, and it seems to be the general opinion of progressive farmers, as revealed by the farmers' institute meetings all over the country, that the time has come when a herculean effort must be made to lift this giant of "weed domination" from the earth and destroy it. This is why the bill regarding "The Inspection and Sale of Seeds," recently introduced by the Hon. Sydney Fisher, was pronounced by Mr. Girard of Chicoutimi and Saguenay to be "the most important that has ever been submitted to Parliament in the interest of farmers."

In explaining his bill to the Committee of the House, the Minister of Agriculture pointed out that extensive tests by the seed laboratory of his department had revealed a rather startling state of affairs in connection with the seed trade of the country. The investigations showed that in many instances a large proportion of the seed sold would not grow; in other cases samples contained a large amount of dirt and other inert matter. This condition of affairs was bad enough, but it was comparatively unimportant in view of the fact that many of the samples of grass and clover seeds were found to be foul with the seeds of noxious weeds, which can only be eradicated from the soil by years of labor. One could well understand the incalculable loss inflicted on the farmers of the country in that way. In other countries efforts had been made to protect the farmers from the results of the trade in bad or impure seeds. In England, in Germany, in Switzerland and in other countries attention had been directed to the matter and various forms of legislation had been adopted.

In some of the states of the Union, in Manitoba, and in the Northwest Territories the magnitude of the evil had been recognized, and efforts had been made to lessen it by legislation, but no general attempt has yet been made in Canada to grapple with the evil. The proposed bill, which required that seeds offered for sale be tested for purity and vitality and graded according to quality, was the result of two years' careful study, and he did not think it would interfere with legitimate trade. However, he was desirous of having the details threshed out in committee and was quite willing to accept such amendments as the House might deem desirable.

In the course of the discussion member after member, Conservative as well as Liberal, spoke of the seriousness of the weed problem and expressed approval of the principle of the bill. Here are some quotations from Hansard:—"I fully sympathize with the object of the Bill. (Mr. Clancy): This has become a very serious matter, and I think this step has not been taken one day too soon." (Mr. Fowler): "I can readily see that it is absolutely necessary that some law should be put in force in order to regulate the sale of such important farm products as seeds." (Mr. Ross, Ontario): "I regard this as one of the most important measures for our farmers ever introduced in this Dominion Parliament." (Mr. Wright): "I admit the desirability of trying to prevent the use of seed containing an

admixture of the seeds of noxious weeds." (Mr. Sproule): "The Minister of Agriculture is to be congratulated in introducing this Bill. If he will make this Bill workable and succeed in eradicating foul seeds from this country so that our fields will grow nothing but what is sown on them he will double the value of our farms." (Mr. Robinson, Elgin): "What we want is a law that will in some measure stop the spread of these foul seeds and the depreciation in value of farms all over the country." (Mr. Maclean): "I am thoroughly in accordance with the purpose of this Bill." (Mr. Richardson): "I think it will have a most decisive effect in checking the spread of weed seeds; it would be a waste of time to urge the point any further." (Mr. Angers, Charlevoix).

About the only objections to the principle of the Bill were raised by one or two members who seemed to have no practical knowledge of agriculture and who failed to realize the gravity of the subject. The details of the proposed legislation came in for considerable criticism, which was to be expected, in view of the fact that it is based upon the systems of seed control which have proved successful in other countries and with which few of the members appeared to be familiar. It was pointed out by Mr. Ross, (Ontario) that, as this year's crop of seed will be harvested, threshed, and in the market for sale at an early date, it would be impossible for the trade to offer seed such as the Bill called for by the first of September, the date specified in the Bill. The Minister of Agriculture and the Committee generally agreed with this view, and concluded that it would not be advisable to bring the Bill into operation until next year. A similar procedure was followed in the case of the Fruit Marks Act, the details of which were rather severely criticised on its introduction, but which time has shown to be of inestimable benefit to the fruit interests of Canada.

Before the committee rose to report progress the Minister of Agriculture summed up the result of the debate in the following language:—"I think I have accomplished what I had hoped for in the discussion. I have had the advantage of the opinion of the members of the House which I asked for when I first introduced the Bill in committee. I am sure that these opinions and the discussion which has arisen here will assist very much in the perfecting of this law. If its passage is delayed for another year, the discussions which have taken place this session will not be lost by any means. I trust that as a consequence of the discussion the people who are interested in the seed trade, the farmers who purchase, the men who handle and the dealers who grade the seeds, will study the proposed law, and will give us the benefit of that study. And I trust that, as a result of all this the law will be more perfect than it could otherwise have been made on a first attempt at legislation of this kind."

Then Mr. Bruce of Hamilton, the well known seedsman and a member of the Opposition, closed the debate with the following words of tribute to the spirit in which the bill had been handled by the Minister:—"I desire to thank the hon. Minister of Agriculture for the painstaking and careful way in which he listened to every suggestion that has been offered."

Items from Great Britain.

London fever hospitals can accommodate 6000 patients.

There are nearly 270 different religions in the United Kingdom.

The lifeboats around the British coast during the last year rescued 680 people.

In Worcester there are 703 women who make needles and 1044 female nailmakers.

Of all the newspapers in the world, 68 in every 100 are printed in the English language.

Satisfaction is felt at the announcement that the Cunard Line is to remain all-British.

Mr. Chamberlain on Friday denied that he intended to propose duties on the raw materials.

The Ancient and Honourable Artillery Company will sail from Liverpool for Boston on Sept. 23d.

£15,000 damages has been caused by a fire at the corn mills of Thomas Rigby & Son, Liverpool.

Lighthouses and lightships dot the coast of Great Britain at the rate of one to every fourteen miles.

London suburban stations have been flooded by heavy rainfalls, and crops have been seriously damaged.

One hundred and six pounds was given for a first edition of "Robinson Crusoe" at Sotheby's on the 18th ult.