

The Carleton Sentinel.

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WOODSTOCK, N. B., FRIDAY, MARCH 23, 1906.

WHOLE No. 3080

STYLE

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Is all you need weigh when selecting a piece of my...

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Tea Services, Ice Pitchers, Fruit Dishes, Bake Dishes, Cake Baskets, Entree Dishes, Nut Bowls, Biscuit Jars, Soup Tureens, Cake Plates, Crumb Trays, Bon Bon Dishes.

ALL IN THE BEST QUALITY THAT IS MADE.

The latest SERVING PIECES IN STERLING SILVER and 1847 ROGERS BROS. WARE.

Try my SILVER POLISH. It is used by manufacturers and all who value their silverware.

H. V. DALLING

Blue Front Jewelry Store.

C. P. R. Time Inspector for Atlantic Division.

Newest Styles in Wedding Rings. Issued of Marriage Licenses.

A Crying Necessity.

Judge Carleton in his admirable charge to the grand jury last week referred in fitting terms to a matter which has existed far too long in its present altogether unsatisfactory condition. We refer to the County Court House. While we have no desire to injure the pretty village that is to-day virtually the shire-town of the County, we must in all fairness contend that the Court House in its present location is as much out of place as a man's hat would be if worn on his foot. The building is in the first place not at all comfortable in winter. It is falling rapidly into a state that will require the expenditure of a large sum of hard earned money in order to keep it at least nominally satisfactory for the purposes intended. Judge and jury, lawyer and litigant, witness and watcher are alike under the additional expense of paying fifty cents a trip from town to court house. Somebody has to foot all these charges. Even the County Councillors themselves are seriously inconvenienced by reason of not being able to secure hotel accommodation near the county building. They must put up in town and drive to the Upper Corner. One Judge has announced that he will never hold another Court at Upper Woodstock. When the precedent is set we venture the assertion that it will be many a long day before any other Judge will break it. The County will find itself put to the unavoidable expense of paying rent for a court room in the Town. It is no use to cry economy. The county is as rich as any in the province,—perhaps even the richest. We own a lot in the centre of the Town. Money can be borrowed on easy terms. Neighboring counties have erected decent Court Houses. It is up to the council. Have the councillors sufficient spunk or sand to do the right thing? The summer session will tell the tale.

"The Farm" is Free.

The new Scott Act Inspector for York Co made a poor start. He hired a couple of Carleton County spotters. These "gentlemen" were sent to a place called "The Farm" where among other things strong drink is said to be sold. The spotters claimed that they got the ardent, and the Inspector laid information against the pro-

prietor, or proprietress if you please of the famed suburban resort. The magistrate did not seem greatly impressed with the witnesses, for in giving judgment Colonel Marsh said that he did not believe the evidence of the spotters, Crandall and Peno, and they were worth less characters so far as he could learn. He did not believe they were in the house, and if they were that they drank seven drinks of whiskey and three of ale and walked home, as they would be too drunk. Of course no persons would suspect that whiskey or ale could be secured in such a place!

On the Move.

The SENTINEL is in a position to state that since the appointment of Organizer Hubbard last fall that worthy official has been stirring up the dry bones in nearly every county in the province. Here in Carleton a new organization has been formed, of which the principal office holders are a well known traveller and a young professional gentleman. A boot and shoe man is treasurer, while the vice chair is held down by a young and good looking Centreville mechant. Mr Flemming says he will run again, and Mr Smith has no intention of retiring, so it looks as if Mr Simms will have to wait at least until the next federal contest. To fill the other place on the opposition ticket the party leaders seem anxious to once more run Mr Hartley, who is undoubtedly the ablest man in the ranks of the local conservative party.

Death of a Woodstock Man.

Last week Mrs Ludlow Wise of this town received the sad tidings of the death of her only brother, Ludlow Cornelison, which occurred in South Dakota on March 8th. Mr Cornelison, who was born in Woodstock in 1834, was one of the pioneer prospectors of the Black Hills. He went to the Black Hills, Dakota, about 1876 and began prospecting in the vicinity of Custer Peak. He met with a large degree of success and was, at the time of his death, the owner of a valuable silver mine. Mr Cornelison had been ill for about ten days but had not been confined to his bed, and up to within a few minutes prior to his death was moving about the house. He was an upright and honest man, very popular with his friends and associates, and his sudden and unexpected death was a great shock to all.—Com.

Emmerson's Great Effort.

The annual statement of the Intercolonial Railway, made in the Commons last week by Hon H R Emmerson, seems to be generally regarded as the death knell of the agitation to place the road in the hands of a commission, or to transfer it to private ownership. The Toronto News a paper that in the past has been rather unfriendly towards the Minister, after referring to the speech delivered upon the same subject a year ago, makes the following special staff correspondence reference:—

Mr Emmerson, as he showed to-day, when he takes an interest in a subject can master it, and six or seven months ago he began to take an interest in the affairs of his railway. As a preliminary step he secured as his new Deputy Minister and General Manager an exceptionally able, energetic and versatile man in Mr M J Butler. He seems to have given Mr Butler a very fairly free hand, and it has been understood for some time that the Minister meant business. And as a result, yesterday Mr Butler had the pleasure of sitting in the House of Commons gallery and hearing his chief deliver an analysis of the Intercolonial Railway affairs which in grasp of fact, in close-knit presentation of conditions, in avoidance of the detail which encumbers general figures, was the best statement put before the House by a Minister for many a long day. Once Mr Butler became acutely self-conscious and sought to efface himself, when Mr Emmerson paid him a compliment at once well-turned and well-merited.

Mr Emmerson's speech—which occupied nearly the whole of the sitting, fell into several main heads. After a statement of the finances of 1904-5, the great deficit year, Mr Emmerson defended the Intercolonial as being simply one of the many agencies maintained by the country to promote trade. It is cost money, so have the canals, the privately owned railways, the steamship service, and the St Lawrence Channel. Next it was money, not because of its management, but by reason of its ruinously low rates, both freight and passenger. Thirdly, the current year shows most promising improvements. Fourthly, he filed an imposing list of reforms, ten in number, and many of them far-reaching. And finally, he defended the road from the imputation of political management and declared that the Government had no idea of selling it.

In the course of his remarks Mr Emmerson outlined several important facts, of which the following resume is a fair report.

REASONS WHY THE ROAD PAYS NOT.

Why does not the Intercolonial pay?

1. The long route.
2. Water competition.
3. Low rates—the principal cause.

The two causes first mentioned are so familiar as to need no elaboration. On the third Mr Emmerson dwelt effectively. First—on coal and steel billets going west from Sydney, C.B., a rate has been given of .23 of one cent per ton mile. That is believed to be the lowest freight rate in the world; nothing like it is known on this continent. That is to encourage the sale of Nova Scotia products in Ontario and Quebec. Second—On east-bound freight, especially flour, from Ontario, a rate is given of a quarter of a cent per ton mile on carload runs. Thus Ontario products can compete with water-borne goods from Boston and Portland and can try to secure the West Indian market. Mr Emmerson noted that these low rates are partly due to the influence of the Canadian Pacific short line to St John. Canada's paying \$186,000 a

year to the Canadian Pacific to cut rates on its own Government Railway.

RATES ARE VERY LOW.

Going more into detail, Mr Emmerson showed that the bulk of the paying freight is hauled about 400 miles. On that distance the Intercolonial rates are 63 p o of these charged on the Canadian Pacific and Grand Trunk. On hauls of 800 miles the Intercolonial rate is half that of the two other railways.

Passenger rates, again, are about two-thirds of those on the privately owned railways, and on return tickets the Intercolonial gets only about 60 p o as much as the other. Mr Emmerson fortified this by numerous examples, some very striking.

If the Canadian Pacific and Grand Trunk reduced their rates to the Intercolonial level they would go into the hands of a receiver, and would have deficits in harmony with the Government line.

THE OUTLOOK IS IMPROVING.

From these depressing considerations, Mr Emmerson turned to discuss the current year. Here his tale was pleasant. For the six months ending on Dec 31st, the showing has been:—

Working expenses, 1904-5	\$414,000
Working expenses, 1905-6	\$325,000
Revenue, 1904-5	\$321,000
Revenue, 1905-6	\$353,000
Deficit, six months, 1904-5	\$82,750
Deficit, six months, 1905-6	71,250
Improvement	411,500

Mr Emmerson here recounted the list of preoccupations, such as sessions and elections, which prevented his really devoting himself to his Department until August last. About that time he secured Mr Butler and with him examined the road and determined upon reforms. Talk about expert management, he said—"I desire no better expert Commissioner than my Deputy Minister." Followed a list of his reforms—ten of them:

1. Car service methods were being reorganized.
2. More economical methods of handling and hauling coal.
3. The accounting system was very old. A new one, similar to that used on the Grand Trunk, has been installed. Thus the operating staff can tell the exact position from day to day.
4. The issue of passes had been reduced to a minimum.
5. Passenger rates had been advanced.
6. Authority has been taken for an increase in freight rates, so as to allow the officials to make advances where it should be deemed advisable.
7. The block system, which requires an excessive number of station agents and telegraphers, had been modified so far as freight trains were concerned.
8. The staff was being reorganized to bring about a closer supervision.
9. The repair shop arrangements were being improved, also to increase the supervision possible.
10. The schedule of passenger trains was being adjusted to meet actual business requirements.

In Bad Shape.

The conservative opposition to the Laurier government is having troubles of its own. Some are old sores that will not heal. Some are new. The "nest of traitors" episode formed a chasm that time will not efface.

Sir Mackenzie Bowell, who was so treacherously treated by colleagues in his ministry in those stormy days, rangles under the knowledge that Hon Geo E Foster, the chief conspirator against him on that occasion, is virtually the leader of the party to-day, and, hopeless of witnessing the downfall of one who is still an avowed enemy, Sir Mackenzie has retired from the leadership of the Opposition in the Senate. It is well known that Sir Mackenzie's aversion to Hon Mr Foster is shared by many of the prominent Conservatives in the Dominion and the effect of his retirement from the Conservative leadership in the Senate, will be to still further shatter a party which is a ready sadly disintegrated and helpless to save itself.

Even in the Commons Mr Borden is unable to show a united front to the enemy. W F McLean M P a leading Ontario Conservative, openly frowns upon the Borden leadership. Last year practically the whole of the Quebec conservative representation was at loggerheads with the Ontario wing of the party. Conditions are not much improved since the memorable "bolt" of that

session. The other day Senator Miller, the oldest member of the Senate in point of continuous service rose in his place and repudiated the Borden-Foster leadership, announcing himself henceforth independent. A well known conservative member of the house from a neighboring province said the other day in the Commons while speaking to a colleague, "everything is prospering save our party." Well informed men of all political shades candidly admit that Borden has no chance to win, for a decade at least. Mr Borden is personally a clever well informed gentleman, brilliant in his profession, but lacking political sagacity, and sadly deficient in the other qualities that go to make the successful party leader.

Government Supporters Entertained Students.

The members of the cabinet and their supporters entertained about five hundred University, Normal School and Business College students at the Parliament building Tuesday evening. Mrs W P Jones was one of those who received the guests. It is reported as one of the most pleasant functions ever given in the Capital. The students were greatly pleased with the reception.

Miss Josephine Sullivan, who has been teaching at Fort Fairfield, Me, returned home on Monday.

EDITORIAL NOTES.

"The attitude of the Opposition on this question is inexplicable, inconsistent and indefensible." The above sweeping denunciation of Mr Hazen's tactics on the Central Railway question is from the editorial columns of the Chatham World, the very backbone of the conservative party on the North Shore. Surely Mr Hazen, Mr Smith and the other members of the forlorn little band will take warning from their friends.

Fredericton school teachers are happy. The city council has voted an increase of \$2,000 in their salaries. This will average at least \$100 more per year for the males, and \$50 for the gentler sex. What's the matter with Woodstock? Why should we not do something along this line? An increase of \$100 to each male and \$50 to each lady teacher would cost the town only about \$700. We may soon see teachers' salaries on a level with those of policemen, clerks and common laborers, if the hoped for increase comes.

Nova Scotia seems poor soil for the development of office-seekers. A while ago there was a senatorship that went a-begging for more than a year, owing to the refusal of the gentleman to whom it was offered. Then they do say the government has had a lot of trouble inducing any one to accept the governorship of our sister province. We will guarantee no such difficulty will ever arise in New Brunswick.

It is never well to judge hastily. Last year Fredericton had a good city council composed of men who knew their duty, and did it regard-

less of consequences. The result was that on election day they about all bit the dust. Now even their opponents admit the fact that the old board were right on the sewerage question. The descendants of the men who voted the 1905 council out of existence will, we venture the assertion, erect a monument to the memory of the men who had sand enough to grapple with the sewerage problem.

OBITUARIES.

Mr and Mrs Harry D Baird are mourning the death of their youngest child, Harry D Jr. The little fellow passed away Tuesday night, after about a month's sickness from whooping cough, which finally developed into congestion.

Stanley Bull, a young man well-known here, died Tuesday night in Mrs Vanwart's private hospital. He was the son of Mr and Mrs Frank Bull. He leaves two brothers and a sister. The deceased went to South Africa with the Constabulary, and while there suffered an injury to one of his knees which resulted in necrosis of the bone. Tuberculosis of the lungs also set in and made rapid headway. A short time ago after consultation with an outside expert, it was deemed advisable to amputate a limb. The young man was highly thought of by all. Funeral services were held yesterday afternoon.

Sullivan Bros are branching out once more. In a few weeks they will open an up-to-date meat and fish market in the McAffee shop, alongside their grocery stand.

GOOD Smokers

are not always easily found, but our assortment of cigars, tobaccos, pipes, etc., is such that we have no trouble in satisfying the most critical smoker.

CIGARS

It's not always the so-called popular brands of cigars—made popular by extensive advertising—that are best; we have brands you may never have heard of that have no equal for the price.

TOBACCOS

We carry a more extensive stock of tobacco than is usually found in a drug store. Plug, cut, pipe, fine cut, etc., are all represented here in variety and superior quality.

PIPES

Many grades of pipe are shown in our cases. You can find good ones here at any price you wish to pay, from 5 cents to \$8.00.

THIS IS THE PLACE TO BUY SMOKERS' ARTICLES.

GARDEN BROS.

THE DRUGGISTS

Main Street opposite Queen,

WOODSTOCK, N.B.