

The Carleton Sentinel.

VOL. 59.—No. 15.

WOODSTOCK, N. B., FRIDAY, APRIL 12, 1907.

WHOLE No. 3134

This Should Interest You!

I have a carefully selected stock of New Goods, bought especially for the Easter and Early Summer trade. The patterns are the latest and quality the best.

EASTER CROSSES

Solid Gold, Jeweled, Gold Filled and Sterling Silver. They make very dainty and suitable Easter Gifts.

May I have the pleasure of showing you my goods?

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Blue Front Jewelry Store.

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WEDDING RINGS, Latest Styles.

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The Prescription Druggists
MAIN STREET
WOODSTOCK, N. B.

Board of Trade.

An important meeting of the Board was held Monday evening. President Sheasgreen, Mayor Munro, J T Allan Dibblee, Charles Appleby, John P Malaney, J D Carey, James Carr, John A Lindsay, W R Snow, Alexander Dunbar, W Dickinson, Geo Mitchell, G E Balmain, W Balmain, E R Teed, A D Holyoke, G H Harrison, J Norman W Winslow, R Ernest Holyoke, James McManus, W Wallace Hay, John S Leighton Jr, Joseph Fewer, and N F Thorne, were among those present.

R Ernest Holyoke, at the request of the chair, gave a verbal report of the meeting of a delegation with the Dunbar Concern some days ago. J Norman W Winslow, solicitor for the Company, outlined the needs of the concern. What was required, he said, was an increase of Capital amounting to \$50,000. Of this amount from \$20,000 to \$25,000 would be for the wiping out of present indebtedness, \$15,000 for increased plant, and the balance for working Capital. He said the problem was how to raise the money. It might be by a direct subscription of stock, but the money seems hard to find. Failing to sell stock, the only other way is to secure a guarantee of bonds. Alex Dunbar senior said he did not believe in bonuses, yet if the Town wished to keep him and his industry, it could be done by guaranteeing their bonds. If he remained, one of the first things to undertake would be the building of a road, and the making of locomotives used for hauling lumber. He made no request from the Town, yet if the people want him to stay, it is up to them. Should he decide to leave it would be either to Fredericton or St John. Fredericton is anxious to be the seat of a car works. In particular, the dump cars used in railway construction could be easily manufactured, and readily sold. The duty alone is about \$100 per car.

Mr McManus asked if the firm would give security. Answer was made in the affirmative. Mr Carr said outside towns acted the pirate with Woodstock. He thought the action of these places should be met in the effort to hold what we have. The factories must be retained, if it costs something to do so. Mayor Munro said he had come as a listener, but was willing to do what he could to keep the industry. The council would not feel like authorizing a bill for this session at such short notice. He regretted that the facts had not come out earlier.

Mr Dibblee said that Dunbars should be kept here if it could be done, as they are good citizens, and if it be possible, a bill should be passed this session. W W Hay felt the problem to be on one of great importance, and said the council should do what it could to help the concern. He moved that the Mayor call an informal meeting of the council Tuesday morning to discuss the question. The motion, seconded by James Carr, was unanimously carried.

The President and Messrs Hay Dibblee and Thorne were requested to attend the council meeting to represent the Board.

The Telephone question next came up. Mr Teed said the service was outrageous on account of the buzzing noise at night. The Mayor explained the reason. He said the difficulty could be remedied by placing the wires farther apart. The fault was with the line work, the phone wires in certain places being too near the are wires. Parties who experience the trouble should ask the telephone manager to have the wires correctly placed, said the mayor. Mr Balmain said the people were being fooled as the promised merger had not yet been accomplished. He for one thought that the present service is not worth paying for. Mr Holyoke gave an outline of a recent talk with Mr Estabrooks, who seemed to favor a central energy system. Capt Balmain said the telephone management fooled with Woodstock. He referred to Andover, which he said had been far better used than our town. The President expressed the opinion that the citizens were willing to pay for a good service, or failing that, to operate a private concern.

George Wise, colored, driver for Carleton Creamery Co, was taking a load of wood to the Butter Factory on Monday morning. Just as he reached the crossing near Connell's foundry where there is little chance to tell whether a train is approaching, along came the Yard Engine and collided with the load. Wise was badly jammed, and may lose a foot. He was removed to the Hospital. The horses were considerably bruised.

Keep Minard's Liniment in the house.



Mr Carvell Confers with McKenzie & Mann.

Mr F B Carvell spent Saturday in Toronto interviewing the firm of McKenzie & Mann with reference to the proposed St John Valley Railway. He has succeeded in completing arrangements for a personal inspection of the route early in June either by Mr Mann, who has a most lively interest in the project, or if that be impossible, what amounts to practically the same thing, a visit by the chief engineer of the staff. It must not be forgotten that the concern have already made extensive exploration surveys in the North of Maine, and have a strong preference for that route in reaching the seaboard. In case they finally decide to come across Maine rather than Quebec province, they will be about certain to run their road through Ashland and Presque Isle, and after crossing the frontier, follow the Big Presque Isle stream to Centreville, and thence to Woodstock. As a result of the information already in their possession they are satisfied that a low grade line may easily be secured by following this route, one much shorter than the Transcontinental, and nearly as short as the C P R.

Mr Carvell has made arrangements to have all the Dominion subsidies along the proposed route through our province renewed at the present session of parliament. They are as follows:—Woodstock and Centreville, 26 miles; Woodstock to Fredericton, 59 miles; Westfield and Gagetown, 30 miles. These have expired by lapse of time, but the renewal will provide a Dominion subsidy over the greater portion of the route through New Brunswick, and at the next session the remainder will be voted. With these subsidies and the Bond guarantee of the nature provided in the Act passed by the Local Government there should be very little difficulty in securing the much needed public work so vital to the future of this part of our country. In great part it is only fair to place the credit where it belongs, and that is to the energetic action of the Local Government of which Hon Mr Jones is a member, backed by the untiring efforts of our representative in the Parliament of Canada.

Special Council Meeting.

Pursuant to call of the Mayor, at the request of the Board of Trade, the Council met in emergency session Tuesday morning at eleven o'clock, all members present. The special matter for consideration was to determine what steps should be taken to have a bill presented to the legislature providing for a popular vote on the question of guaranteeing the bonds of the A Dunbar Company to the extent of \$50,000. Pres Sheasgreen, and ex-Mayors Dibblee and Hay strongly advocated sending a bill. After considerable discussion pro and con, in which it appeared quite evident that the Mayor and some members of the board were not wholly in sympathy with the idea, on motion of Coun Sutton, seconded by Coun Noble, a bill was ordered prepared and submitted. Aid Hagerman wanted the provision made general so that any deserving industry might receive a guarantee, but found no second. On the main motion he alone voted Nay.

Centreville will Get the Road.

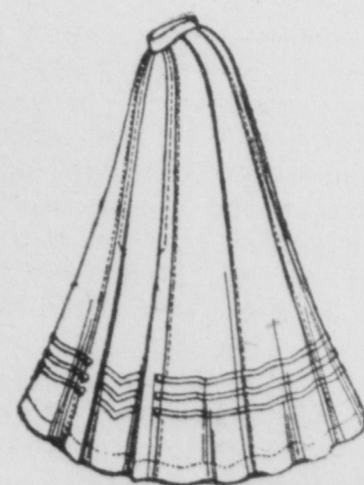
Mr Smith, in quest of a little cheap political capital in the House the other day when the bill guaranteeing the bonds of the St John Valley Railway was under consideration, sought to make it appear that the phraseology of the act was not clear as to whether the town of Centreville would be on the new line. He made a motion, seconded by Mr Flemming, to the effect that Centreville be specified in the bill. Of course this could not be accepted, as power is given the governor-in-Council to finally pass upon the route. We will say right here, however, that McKenzie & Mann are not going to dodge any such important point as Centreville for it is good business policy to tap that town, and above all else, these great railroad princes are men of brains. Our information, which comes pretty straight from the concern, is to the effect that the road will come across Maine by way of Presque Isle and Ashland, thence along the Big Presque Isle to Centreville, and on to Woodstock. Mr Mann is to personally go over the route early in the coming summer.

It is understood that Miss Wetmore, teacher in the Lloyd School, will accept a tempting offer to take charge of the manual training department next term in the new Consolidated School at Hampton, Kings Co.

Services are being held each Sunday evening in the A M E church at half past seven. Mr Manzer, C P R agent, will speak on Sunday next.



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