

The Carleton Sentinel

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F. B. CARVELL, President.

FRIDAY, SEPTEMBER 16th, 1910

Democratic Sweep in Maine.

The State of Maine, which for so many years has been looked upon as an impregnable centre of Republicanism went by the board in the election of Monday last and when the full returns had come in practically every republican officer of the State had been removed. For over thirty years such a thing as a Democratic victory has been hopeless. In the campaign which has just closed with such great success for the Democrats, not even their most optimistic friends looked for a so sweeping a victory. When the returns came in on Monday evening they showed a defeat of Republican Governor Fernald by over sixty-five hundred. The legislature was overturned and all four congressmen defeated. And what makes the defeat more bitter the Democratic government will have the opportunity to elect a successor to Senator Hale and surely the spirits of Neal Dow and James G. Blaine shall suffer in the thought of a Democratic Senator going from Maine.

Different reasons are assigned for the sweeping defeat, but a defeat so complete cannot be assigned to local causes. Every party suffers to a certain extent from petty jealousy and disgruntled followers, but these are inadequate for explaining a defeat as sweeping so that which occurred in Maine last Monday. One will have to seek a wider sphere of influence. It is generally conceded that the desire for reciprocity which is steadily growing throughout the United States had a large measure of influence throughout the State. In several places throughout the northern part of the United States where elections have been held within the past year a startling turn toward the Democratic Party has been witnessed. In addition to a desire for reciprocity or at least a lower tariff, the influence of the combines and the high price of food have all had their influence, and from present indications, with the uncertain results of the influence of Mr. Roosevelt's present activity it would not be surprising if the next general elections saw the Democratic Party in power in the United States.

The Valley Railroad

We publish elsewhere in this issue a letter reprinted from the St. John Telegraph, written by a resident of the upper section of the county regarding the Valley Railroad. This letter is worthy, of more than passing notice as it draws attention to the glaring inconsistencies which have characterized this road since Messrs Hazen and Flemming opened their railway policy. At the present time the survey is hung up in the vicinity of River de Chute, and no one seems to have any definite information regarding the next move other than it is the intention of using an old survey from there to Andover. In the meantime residents from the lower section are asking what is going to be done in their section. The summer is about gone and very little has really been done toward getting the people a railroad.

N B Sunday School Association.

Our town is to be highly favored this fall. The N B Sunday School Convention is to meet here on the 12th and 13th of October, and a programme of great interest is being arranged. All of the Sunday Schools of the County should make a special effort to be represented. Don't forget the date October 12th and 13th.

Road and Bridge Work in the County

In a long article recently the Standard has a list of work which it claims has been done on the bridges of Carleton County. But a close inspection of the list and the wording of the article shows that sevenths of this work is yet to be done. Work done and work to be done ought surely to be placed under different headings. The casual reader would be led to think that about all the bridges in the county were in excellent condition but those driving the roads know differently. It is interesting to know that a bridge which our Mr Munro promised to have repaired two years ago is one of those yet to be done.

LOCAL NOTES

Mr Henry Post attended the St John exhibition this week.

Mrs W H Hartt of Bangor is the guest of her aunt Mrs Thomas Glew.

Mrs Wm Smalley and little son Charles spent a couple of days this week with Mrs Henry Post.

Misses Agnes Gallagher and Annie Riordan are in Toronto this week in the interests of Milinery. The Misses Gallagher will be prepared to have their Opening, Sept 27th and 28th.

With fine weather a large crowd should be in attendance at the Carleton County fair which opens in Woodstock next Wednesday. There will be an excellent program of entertainment, some good horse racing and the entries promise a good display in the buildings. Friday will be children's day and preparations are being made for a large number on that occasion.

QUALITY THE MAIN THING.

Taking as a basis an estimate of the population of Canada made by the Census Bureau, the London Advertiser says that the next redistribution will work out as follows:

Quebec (fixed).....	65
Ontario.....	82
Maritime Provinces.....	32
Manitoba.....	15
Saskatchewan.....	12
Alberta.....	10
British Columbia.....	10

Total..... 226
This would mean an increase of 13 for the Western Provinces, a loss of 4 for Ontario, and a loss of 4 for the Maritime Provinces. There may be some surprise and disappointment in Ontario over the fact that the representation has increased by half a million. This is due to the fact that there has been a still greater proportionate increase in Quebec, and that the unit of representation is made by dividing 65, the fixed representation of Quebec, into the population of that Province. If the unit of representation were 25,000, Ontario would have more than 107 members and Quebec 87. Probably Ontario and the Maritime Provinces would feel better satisfied under such an arrangement, although the relative strength of the Province in Parliament would be the same. It would produce the correct impression, namely, that all are going forward, some a little faster, some a little slower; whereas the present arrangement produced an unpleasant, though false, impression that some are going back.

The very rapid growth of Quebec, nearly half a million in ten years, also makes the increase in the representation of the Western Provinces somewhat smaller than was expected from the remarkable immigration of the last decade. They will have 47 members instead of 34. While this increase is not sensational, it means that the West will have more than

twenty per cent of the representation in the House, instead of fifteen.

Quality counts even more than quantity in representation. Those Provinces which are not satisfied with the results of the census ought to make a special effort to elect representatives of such a kind as to command attention at Ottawa. The nominating conventions of both parties should make special efforts to select the best and most forceful men for candidates.—Toronto Star.

Trouble-Proof Roofs

Leakage of roofs are waterproof, but only at the expense of considerable trouble for painting and care. The average roofing manufacturer will tell you that of course you have got to treat his roofing decently if you expect to get economical results; that it must be painted every two years with a certain kind of heavy paint, etc. Such roofs are waterproof, but certainly not trouble-proof.

Of late years much has been said about mineral surface roofing, and this type of material is coming rapidly to the fore. The experience of buyers of it has been generally satisfactory, and where faults have been discovered the manufacturers have been ready to make good.

Of these roofings Amattite is the best known and has the widest sale. The advantage claimed for Amattite is that it is made with pitch, a material that is absolutely immune from damage by water; and it has, further, the tenacity which enables it to hold the mineral surface firmly in place through all kinds of weather. Not all mineral surfaces are held in place by pitch, and in some cases the surface consequently loosens and washes off. This does not happen in the case of Amattite, however, and as the mineral surface needs no painting, the owner has nothing to worry about. The roofing takes care of itself through all sorts of weather, year in and year out, without any attention or painting or repairs.

Our readers can obtain a sample of Amattite without charge by addressing the nearest office of the Carritte-Paterson Mfg Co, Ltd, St John, N B, Halifax, N S.

Baby's Terrible Eczema.

HANDS TIED TO PREVENT SCRATCHING.

FIVE DOCTORS FAILED TO RELIEVE, BUT ZAM-BUK WORKED A CURE.

Mrs Chas. Levere, of Prescott, North Channel, Ont., tells how Zam-Buk cured her baby. She says:—"My baby's head and face was one complete mass of sores. The itching and irritation were fearful, and the little one's plight was so serious that at one time we feared her ears would be eaten off by the disease. "We had to keep her hands tied for days to prevent her rubbing and scratching the sores. Doctor after doctor treated her in vain, until we had had five doctors. They all agreed it was a frightful case of eczema, but none of them did any permanent good."

"As a last resource we were advised to try Zam-Buk. The first box did so much good that we felt sure we were at last working in the right direction. We persevered with the treatment until we had used thirteen boxes, and at the end of that time I am glad to say Zam-Buk had effected a complete cure."

Mrs Holmes, of 30 Guise Street, Hamilton, is quite as eloquent in her praise. She says:—"Zam-Buk cured my boy of boils and eruptions when he was so bad that he had been unable to mix with other children. Zam-Buk is a wonderful preparation, and mothers throughout the land should always keep it handy."

"For eczema, eruptions, rashes, tetter, itch, ringworm, and similar skin diseases, Zam-Buk is without equal. It also cures cuts, burns, scalds, piles, abscesses, chronic sores, blood poisoning, etc. All druggists and stores at 50 cents a box, or post free for price from Zam-Buk Co, Toronto. Refuse imitations."

The St John Valley Railway.

Sir,—I will ask you for space to bring to the notice of the public the gross injustice and the damaging consequences that will result to the people of this province from the Hazen government railway policy on the St John valley. As the press is the most potent medium to correct public grievances, I am surprised that we have not heard more from the good citizens who are interested in the future well-being of this province, as well as the public press when a scheme is being put forward with danger of being carried into effect that can only bring ruin to the province without being of any benefit to the people it is intended to accommodate.

When this railway legislation was introduced in the legislature there were glaring features about it that awakened a strong suspicion that the government was sacrificing the interest of the people to the interest of the Canadian Pacific Railway Company, and if we follow it out into the light of what has transpired since unless we are blinded by political bias we must now be confirmed in that belief.

When the government of this province is willing to assume a liability of \$25,000 per mile in giving aid and encouragement for the construction of a railway, which is the largest assistance that ever was given to a railway in New Brunswick, its only justification would be that such a railroad would accommodate and provide transportation for a large portion of the population. In granting a concession which involves a liability of \$5,000,000 to the province and an annual interest charge of \$200,000, it is the first duty of the government to protect the province against loss and ruin by providing three important things: First its operation by a contract under long term lease by a railway company of strong financial standing, second an agreement that will pay 40 per cent of the earnings to the treasury of the province to insure the province against loss upon the bonds that it has guaranteed, third that the road will have connection with a trunk line to give competing rates and that the line be constructed in a location that will benefit the people it is intended to accommodate.

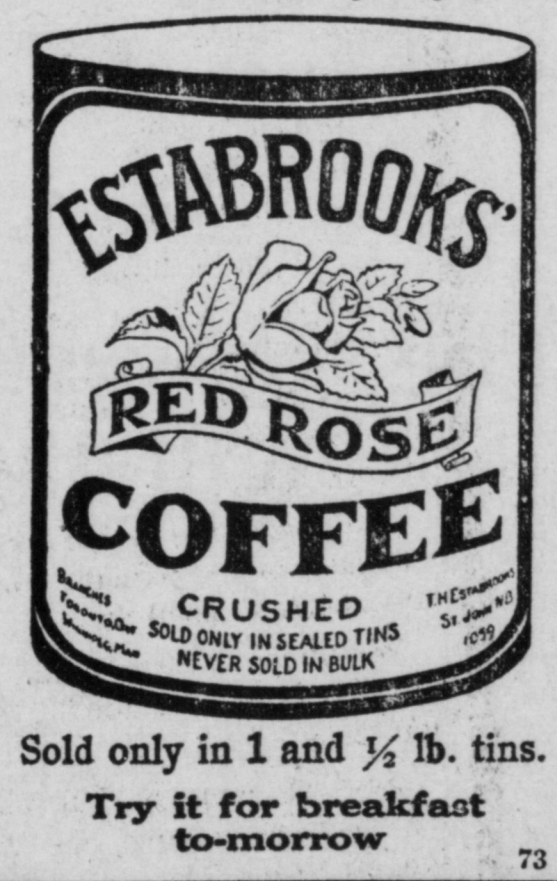
Now, what do we find. The government have put a bill through the house with the voting strength they have which gives \$5,000,000 to finance the St John Valley Railway, and no place in that bill is there stipulated a condition that will insure the operation for one day after it is completed; neither is there anything in the bill that will protect the province against the interest \$200,000 on the guaranteed bonds forever. Now, see how they are working this out. The government is making the survey; consequently have power to direct the routing of the road; and what do we find. The survey that has been made from Woodstock to River de Chute, twelve miles below Andover, is not a valley railway at all, and cannot be of any benefit or use whatever to the people living along the valley. If the road were built along the valley with a spur in Centreville from Woodstock, the people from the back country could easily haul their exports down hill. It is practically impossible for the people living along the valley to haul their potatoes, hay and oats up the mountain in some places three or four miles where the survey of this road now goes, but they will be obliged to take their products across the river and pay ferriage in many places and hand it over to the C P R. The road can be of no benefit and will lose the freight it needs to pay the interest, to the Province.

Without connection with the Grand Trunk Pacific, the road can only be a feeder to the C P R as most of the heavy freight going out of Carleton and Victoria in lumber and farm products are destined for either the New England states or western Canada, and as this road has no other connections all it can do is serve as a feeder for the C P R at Woodstock, where it will deliver over its business for the United States and the west.

The C P R seem to be masters of the situation. Why is this valley railway running within a half mile of the American boundary line at Mars Hill, four and a half miles from the St John river at River de Chute. There can only be one answer—to give the C P R a chance to compete with the Bangor & Aroostook with the so-called St John Valley Railway, within a half-mile of the B & A rails at that point, competing for Aroostook potato business to be delivered over to the C P R at Woodstock to the exclusion of the people of the province whose money is building the road.

Then, it is rumored that Pinder is building from Millville to Hawkeshaw. If so he must be doing it on the strength of an order of the governor and council, agreeing to put a bill through the next session for about \$200,000, to build this road for C P R operation. Do you think, Mr Editor, that any government that was legislating in the interest of the country (not the C P R) would even grant a charter much less guarantee the bonds of a branch line which will be an arm of the C P R to take away the freight and business from the valley railway whose bonds it has guaranteed for \$25,000 per mile when the earnings of the road must pay the interest? The late government built a permanent steel bridge at Hawkeshaw at a large expense, and if there is a St John valley railway the people there will be

Estabrooks' Coffee is full of snap and fine flavor. It gives genuine satisfaction to the last drop, and brings back the cup for more. It is as uniformly good as Red Rose Tea. It does not contain an atom of chicory, nor any other adulterant. You will certainly enjoy it.



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well served without the Pinder road as they can have access to the valley railway on one of the best bridges in the province.

It is to be hoped there will be something done to stop the consummation of this ruinous business. We want the St John Valley Railway, and if the Hazen government is tied up with corporations or hasn't got brains to work out the problem on sound business principles in the interest of the province, they should resign, so this great undertaking could be carried out by men who are free and unfettered to give the people what they want, a railway from St John to Grand Falls, along the St John valley, with connection there with the Transcontinental, to be operated on sound business principles, that will protect the province against a burden from loss amounting to one-quarter of its revenue annually forever, a railroad that would develop and stimulate the business of the country.

Yours truly, CLEARVIEW.

River de Chute, Sept 6.

United Baptist Church Picnic at Meductic

One of the most pleasant and most successful affairs ever held at Meductic was the Sunday School picnic held there on Labor day. The members of the Meductic Sunday School augmented by those of other schools from the surrounding country assembled formed a procession headed by the Salvation Army Band of Woodstock and marched through the village. A hayrack beautifully decorated with evergreen containing the children of the Temple school caused much applause. After the parade Ensign Ash of the Woodstock Corp of the Salvation Army gave an address on Sunday School work. N W Brown, who was to have spoken, was unavoidably absent. The committee in charge of the affair was composed of the officers and teachers of the school under the competent chairmanship of Councillor H B Scott. In the evening at the public gathering the Army string band rendered a fine selection of music. The whole affair was a pronounced success and will no doubt become a permanent day for the schools to celebrate.

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NOTICE.

This is to certify that Sarah Nevers, my wife, left my bed and board. I will not be responsible for any debts contracted by her. GEORGE NEVERS.
Dated Sept. 9th, 1910.—37.

AGENTS WANTED for Private Christmas Sale Free. Postage 20 cents. Chelphase, Dartington, England.—38-37-3d

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