

# The Carleton Sentinel.

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WOODSTOCK, N. B. FRIDAY DECEMBER 22, 1911

WHOLE No 3259

## Black Front Jewelry Store

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WOODSTOCK, N.B.  
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## OUR NEXT SPECIAL

Commencing Monday, December 18th and lasting until December 25th.

16 Lbs. Granulated Sugar  
FOR ONE DOLLAR

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Our Motto—Quality. Also ask us for a sample of our Carleton Blend Coffee and Noble's Tea

A Cap for Every Head

AT

A Price for Every Purse

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Style for Every Taste

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Buttons  
Covered.

## WHY WOODSTOCK SHOULD BE A DIVISIONAL POINT ON THE QUEBEC AND ST. JOHN VALLEY RAILROAD

### Rousing Meeting Held in the Council Chamber Friday Evening---Woodstock Most Favorably Situated for Railway Works---An Appeal for the Board of Trade

Woodstock is out for the shops of the Quebec and St. John Valley Railway, and we're going to get them, at least that is the opinion of the citizens. Opportunities like the present one, do not come often to towns like Woodstock and our people are fully alive to this fact and are bound to take every advantage of it. At a citizens meeting held Friday evening in the Council chamber, the very air seemed filled with enthusiasm, and if we keep it up the divisional point and shops are ours. And why not? We have the advantage of being near the center of the route; we can ship as much freight as all the other counties combined, and we have ample room for large yards and works. It is true Woodstock has not gone ahead very rapidly in recent years, but this is due mainly to lack of shipping facilities. With only one railroad over which to ship our wares, at almost prohibitive freight rates, it is small wonder that the town did not develop rapidly. We were bound hand and foot. Every pound of freight imported or exported was paid for at the highest rate because there was no competing lines of railway. Now that we are to have the Valley road, we can see a new dawn for Woodstock. The report of Friday's meeting as given below indicates the feeling of the citizens in this matter.

Mayor Ketchum who presided said that it was not necessary for him to deal at great length on the object of the meeting. It was generally known that the contract had been signed for the building of the Quebec and St. John Valley Railway, and this was good news indeed for the people of Woodstock. We will be on the main line of what will eventually become the leading trunk line in the country, one of the great routes running east and west. The St. John Valley will become as well advertised as Ontario and the west. The soil of New Brunswick is as fertile as can be found anywhere. Years ago, our fathers looked for the I. C. R. to be built up through the valley, but instead it went the north shore route; then again we hoped for the G. T. P., but a strong pull took it over the central route. The government has concluded that the valley road must be built and it is our duty to further our interests. There are on all great railways certain divisional points, which prove of great advantage to places where they are situated. Woodstock is in a position to be the divisional point on the new railway. The meeting has been called by the Town Council and Board of Trade to enable the citizens to introduce and carry resolutions to bring before the proper authorities the advantages which Woodstock possesses as the site of a divisional point and works.

Mr. J. T. A. Dibblee, President of the Board of Trade, endorsed the Mayor's views on the subject. The Woodstock Board of Trade was the first to take active interest in the St. John Valley Railway. The large crowd present showed that Woodstock's citizens are alive to the advantages which would accrue from the building of the road. It's up to the people to do what they can to put Woodstock to the front. We have many advantages not possessed by Fredericton and we are better situated for a divisional point. If our people work together we can accomplish much. The Valley railway was his politics and he would support whatever government built it. He thought Premier Flemming deserved a great deal of credit for the way in which he had handled the subject. His idea was to send a delegation to interview Mr. Gould as soon as possible.

Fredericton hoped to have the shops situated there, and we must look after ourselves, and we should offer every inducement in order to get the works here. If we keep together and work together Woodstock will become an important city. W. W. Hay said we have been hoping for years for something of this nature to turn up. Anything that will advance the town interests us all. We should take advantage of our opportunities and work together. He was willing to do anything in his power to reach the desired end.

G. E. Balmain, said he quite agreed with remarks made by Mr. Dibblee, that the people in this section have done a great deal toward the Valley railway. It was taken up some 2 1/2 years ago jointly between Fredericton and Woodstock. Fredericton's idea was to build a line from Fredericton to Woodstock, possibly to Centerville. Woodstock would not stand for this but insisted on a through line, and a regulation to that effect was passed. We thought the government guarantee of \$20,000 a mile insufficient to build the road, and a resolution was passed that the guarantee be \$25,000 per mile. Several delegations met the local government. They were well received but some things were not satisfactory, and members of the government were sharply criticized by both sides of politics. The government have given this a great deal of care and thought, and in view of the fact that Premier Flemming was severely criticized by many myself being among the number, it is only fair regardless of politics to give him and his government the credit due them for the successful manner in which they have laboured for the railway. The following resolution was moved by Mr. Balmain.

"That this meeting of the town council, board of trade and citizens of the town of Woodstock, desire to express their hearty appreciation of the determined efforts to secure a railway along the St. John valley, made during the last two years by Premier Flemming, and especially to note that his efforts backed up by the government, have resulted in the execution of a contract and the assurance of the completion of the railway within a reasonable time.

"They desire also to press on the St. John and Quebec Railway Co., as well as on the local and federal governments, the advantages of Woodstock as a divisional point and to urge that the fixing of such divisional point and the location of shops be taken up with the council of the town before a final decision is made. Coun. E. W. Mair—I take much pleasure in seconding that resolution. I trust politics will be kept out of the Valley Railway hereafter. We have heard too much. We want a railroad, not politics.

Mr. J. N. Draper, said although he was not connected with any business he claimed the distinction of having been the first to advocate a through line from St. John to Grand Falls. St. John Valley Railway was his politics. Woodstock at the present time is full, very little will cause expansion, and general increase in business will result. He hoped they would be successful in having the shops located here.

A. D. Holyoke—I presume what we need is suggestions. The federal government will decide where the divisional points and shops are to be located. We are nearer the centre than Fredericton, and possibilities for shops are better. Regardless of the location we have ample room for large yards and works, and the town should hold out strong inducements. I think almost any limit the Town

Council should go to would meet with the approval of the citizens. If it had not been for the citizens of Woodstock the St. John Valley Railway would never have been brought to a successful issue. We have much more to contribute to the sustenance of the road than York County. These things should all be brought to the notice of the government.

Warden Stevens said he fully agreed with sentiments expressed by former speakers. They seemed to be all of one opinion, to put forth every effort to secure the railway shops, and he would do all in his power to assist along that line.

Rev. R. W. Weddall, said he came to the meeting to hear rather than speak. He was rather a "bird of passage" but took special interest in the places in which he was stationed. He referred to a happy pastorate spent in Fredericton, and of friends and relatives who lived there who would be glad to have Fredericton secure the railway works. He would like to see Woodstock made the divisional point and get all the good things that go with it. Woodstock has many advantages which other parts of the province do not possess. He had travelled by team from Grand Falls to St. John and extensively through Nova Scotia, and he believed the citizens of Carleton County have the fairest section of the Maritime provinces, and magnificent agricultural possibilities.

Dr. Rankin, said he was in hearty accord with the resolution as passed. It was necessary to get together regardless of politics. If we get together, we will get something, if not we lose. If we push the matter we get what we want. He thought it best to have another public meeting, a rousing big one, send a large delegation to interview the proper authorities, and give the old town a boost.

Speeches along the same lines were also made by J. Albert Hayden, Coun. J. Gallagher, Geo. A. White, J. N. W. Winslow, W. B. Balmain, Thos. Noddin and E. R. Teed.

Mr. Teed moved that the meeting appoint a committee to include the local members to wait on Premier Flemming and Mr. Gould.

Mayor Ketchum appointed Donald Munro, M. P. P., Geo. W. Upham, M. P. P., Coun. J. T. Allan Dibblee, President of Board of Trade, Coun. E. W. Mair, and ex-Mayor, Geo. E. Balmain. On motion his Worship the Mayor was added to the committee.

The committee was requested to report at Monday night's meeting.

Mr. Dibblee spoke strongly in favor of the Board of Trade. He pointed out that in other cities the citizens take an active interest in their Boards and much good can be done in this way. He wanted to secure a big increase in the membership.

#### MONDAY EVENING.

A fair sized crowd gathered in the council chamber Monday evening to hear the report of the committee appointed to interview Premier Flemming and Mr. Gould.

Mr. J. T. A. Dibblee reported that the committee had called upon Mr. Gould on Saturday and he told them he intended leaving for New York on Monday, but that in two weeks he would have a report from his engineers, as to the best available route through the town, and he would then be pleased to meet them and discuss with them the possibilities of Woodstock as a divisional point.

The report was accepted by the meeting.

Mr. Dibblee then referred to the Board of Trade. He said the mem-

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## MORE LIBERALS DISMISSED

Tory Civil Service Reformers Having a Busy Time at Ottawa.

Ottawa, Dec 18—Another installment of the government's idea of "civil service reform" came today with the summary dismissal of another batch of sixty-five Liberal employees in the public works department.

Over 200 men in Mr. Monk's department alone have now been dismissed in Ottawa without notice and practically without investigation. Their only offence is that they are Liberals who stand in the way of Conservative workers who want their jobs. No more cruel or unjust wielding of the axe has ever taken place in the history of governments of Canada. It is practically as Mr. Carvell M. P., for Carleton, described it, a system of "petty larceny." Christmas gifts to the party workers regardless of who suffer seems to be the spirit of peace and good will now animating his majesty's loyal advisers.

The real policy of civil service reform on which Premier Borden has embarked is now apparent. Before the promised extension of the present act applicable to the inside service is extended to the outside service the government intends to get rid of practically every Liberal in the service who can be dismissed under any pretext. Then when the whole outside service is filled with employees the promised extension of the act making all employees of the government permanent as far as possible, will be put through by order-in-council.—Telegraph.

## MANITOBA POTATOES FROZEN IN GROUND

A recent report from Manitoba states that, although potatoes in that country were a big crop, there is now very few on the market. Early in November the mercury dropped to 30 degrees below and stayed there long enough to freeze the ground to a depth of six feet. Many of the farmers had their potatoes cached in the fields and these were destroyed by the frost. Others who had neglected their potatoes in their efforts to save their grain were forced to leave the whole crop frozen solid in the ground. There are many farmers in the west today who would gladly return to New Brunswick if they could dispose of their Western holdings to advantage; The Western fever is rapidly disappearing in the East.

## Hon. Mr. Fielding Starts for England on Sad Errand

Ottawa, Dec 19.—Hon W S Fielding left this afternoon for New York, whence he will sail tomorrow on the Lusitania for England. Mr Fielding's departure is due to the sudden death in London yesterday of his son-in-law, K N MacFee, who married the eldest daughter of the ex-minister of finance three years ago. She will probably return to Ottawa with M g

## Emperor of Austria in ill Health

London, Dec 18—Reports have been received here that the health of Emperor Francis Joseph of Austria is again causing great uneasiness. He is said to be suffering from a severe cold and rheumatism.