

The Carleton Sentinel.

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WOODSTOCK, N. B., FRIDAY, MAY 19, 1911

WHOLE No 3229

Thousands Suffer With Eye Troubles

who attribute the cause to something else

Headaches, Nervousness, Stomach Troubles, Itching Eyelids, Blotting Spots before the Eyes, all the above are recognized by medical experts as being caused directly by defects of the eye. We have had a wide experience in overcoming these troubles with glasses. Hundreds in our city and vicinity will testify to our ability to do so.

JEWELRY
and
Wedding Rings.

JEWELER
H.V. Balling
30 MAIN ST.
WOODSTOCK, N.B.
— OPTICIAN

KODAKS
and
SUPPLIES.

The Blue Front Jewelry Store

OUR VACUUM CLEANER

is now ready for use, on reasonable terms. Apply to

WOODSTOCK ELECTRIC LAUNDRY

We Have a Cap for Every Head

and at prices for every purse

Our stock of caps is the largest and best assortment of styles and patterns ever shown in town

Men's and Youth's Caps 25c to \$1.25

Boys' and Children's Caps 20c to 50c

Boys' Suits, 2 piece Bloomer Style at prices below competition, \$4.00 up

Custom
Tailoring

R. B. JONES CO., Ltd

Buttons
Covered.

SIR WILFRID LAURIER WILL BE PERSONAL GUEST OF KING GEORGE

During Coronation Ceremonies in London in June. Prime Minister and Colleagues were Given a Royal Send-Off

OTTAWA, May 11.—Sir Wilfrid Laurier, Sir Frederick Borden and Hon. L. P. Brodeur, Canada's representatives at the Imperial Conference left Ottawa this afternoon to sail on the steamer Virginian for Liverpool tomorrow. Accompanying the Ministerial party were Lady Borden and Miss Borden, Madame Brodeur, Mr. J. G. Desbarats, Deputy Minister of Naval Affairs; Sir Wilfrid's nephew, Robert Laurier, and the Ministers' secretaries, Sir Wilfrid goes through by train tonight to Quebec where he will board the Virginian tomorrow afternoon. The other members of the party take the steamer at Montreal.

GIVEN ROYAL SEND-OFF.

At the depot Sir Wilfrid was given a royal send-off by his colleagues in the Government at large, a number of the members of Parliament, and many of the Premier's host of personal friends in the capital. He left in splendid health and spirits, despite the constant and heavy strain of a long session of Parliament. Indeed, in point of buoyancy of spirits and physical endurance, the Premier is still one of the youngest members of his Cabinet, and is apparently good for many years of arduous public service yet. First in rank among the overseas Premiers at the Conference, he is also first in point of

his experience of preceding similar councils of the Empire. This is the fourth conference, and he is the only surviving member of the conference of 1897.

THE ALL-RED ROUTE.

While the Canadian Ministers will take part in the discussion of all the subjects on the agenda for the Conference which opens on the 23rd inst., they will take the initiative in making proposals with regard to only two or three subjects. Canada is anxious to secure the speedy realization of the All-Red route scheme, and with Premier Ward of New Zealand, Sir Wilfrid will urge upon the Imperial and Australian Governments the desirability of taking another forward step by coming to some definite agreement looking to the inauguration of a faster subsidized service between Great Britain and Canada on the Atlantic, and between Canada and Australia and New Zealand on the Pacific.

Sir Wilfrid Laurier will also urge the adoption of a uniform naturalization law, whereby naturalization papers secured in any part of the Empire will be recognized as constituting British citizenship in any other part of the King's Dominions.

(Continued on page twelve.)

THE DOMINION ACT AUTHORIZING LEASING OF THE PROPOSED VALLEY RAILROAD BY I.C.R.

(BILL AS PASSED MAY 4, 1911)

An Act to Authorize the Government of Canada to Acquire, by Lease, a Certain Line of Railway in the Province of New Brunswick

His Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:—

1. The Governor in Council is authorized to enter into a contract with any railway company already authorized, or which may be hereafter authorized by law, to construct a line of railway from a point on the line of the National Transcontinental Railway at Grand Falls, in the county of Victoria, to the city of St. John, in the province of New Brunswick, a distance of about two hundred and twenty miles, the principal interest of the bonds of which railway company, pursuant to the provisions of chapter 6, of the statutes of the province of New Brunswick, has guaranteed, or may guarantee, to the extent of twenty-five thousand dollars per mile, and with the Government of the province of New Brunswick, for the leasing of the said line of railway when completed, with its appurtenances, and for its operation, equipment, maintenance, upkeep and repair by the Government of Canada, as part of the Government Railway system of Canada, for a period of ninety-nine years and for the payment by the Government of Canada to the said province of New Brunswick, or to the said company, each year during the said term of ninety-nine years, of forty per centum of the gross earnings of the said railway as or in the nature of rental thereof: Provided, however, that the said contract shall be entered into only upon the condition that the said railway be constructed upon plans and specifications to be approved of by the Governor in Council upon the recommendation of the Minister of Railways and Canals, and shall be up to the general standard of the said National Transcontinental Railway through the said province: Provided further that the Governor in Council shall be authorized to enter into a contract, as aforesaid, for the operation of the said railway in sections, when completed, as follows:—

(1) From Fredericton to Woodstock;
(2) From Fredericton, south, a distance of forty miles;
(3) Each twenty-five miles thereafter, until the line be completed from Grand Falls to St. John.

2. The board of directors of any railway company under the legislative jurisdiction of the Parliament of Canada, with which the Governor in Council proposes to enter into the contract provided for in section 1 of this Act, may, with the consent of the shareholders given at a meeting duly called for the purpose, execute such contract, and the same, when so executed pursuant to the order of such board of directors, shall be legal and binding on the company.

The above is the answer of the Federal Government to the request of Messrs. Hazen and Fleming, which they now refuse to accept, and under which The Quebec and New Brunswick Railway Co., through Mr. Thomas Malcolm, have proposed to put up whatever money the Local Government may demand as security for payment of interest on the bonds during construction, sign a contract and immediately commence construction.

WHY WON'T HAZEN AND FLEMING ACCEPT THIS OFFER?

BASE BALL MEETING

Good Interest Shown. A High Class Article Promised for This Year. Woodstock Going After Pennant

A large number of enthusiastic supporters of Base Ball assembled at the Town Hall last Friday evening for the consideration of plans for this years team and to hear the report of Messrs. Mair and Augherton the representatives at the meeting held in Fredericton for the organization of the New Brunswick and Maine Base Ball League. Among those present were:—

G. E. Balmain, Chairman; C. M. Augherton, Sec; Dr. McLean, E. W. Mair, Ensley Rogers, James Doak, Loggie Ross, James Gibson, A. Williams, Jas. Gallagher, Wallace Gibson, Smiler Blake, Burpee Hay, Wm. Bolger, A. D. Holyoke, Chas. Donnelly, J. P. Maloney, R. G. Fulton, R. E. Holyoke, J. R. Brown, James Dow, Geo. W. Gibson, John McDougall, Harry Baird, Don Payson, and many others.

In the calling of the meeting to order the chairman outlined the progress of the movement for a Ball team up to the present time. Mr. Balmain spoke of the meeting recently held at Fredericton and told of the organization under National League rules. The success of last years team and management was referred to and the benefit accruing to the town from such a team. For this year it was proposed to run the team along the strictest business lines, Wallace Gibson has been chosen as Treasurer and would see that all moneys was paid by check and an account kept of everything. Mr. E. W. Mair being called upon referred to last years operations and the cost of bringing ball teams to Woodstock. He referred to the meeting held recently in Fredericton and the success attending that meeting as has already been told in the Sentinel. The first game this year will be on the 6th day of June and will be with Fredericton. A contract had been entered upon with Charles Allen formerly manager of the Houlton team, to be captain and manager of the Woodstock team for this year. Mr. Mair said that Mr. Allen would attend a meeting to be held at Waterville, Me., on Saturday and would endeavor to secure a number of first class players.

Mr. Balmain said that the estimated receipts would be:—from 18 games with estimated receipts of \$100. per game \$1800, from the citizens \$600. from a day of sports on the Island \$500. and from other games \$300. a total of \$3,200. The expense of the team for the season would amount to about \$3,000 but Mr. Balmain thought with so many good sports as Woodstock has, this amount could be raised. A committee of six, he thought should be appointed to canvass the town for subscriptions.

On motion of Dr. McLean this committee was appointed as follows:—Loggie Ross, J. R. Brown, Walter Cogger, Ed. Burden, G. W. Gibson, Robert Welsh, Jas. Gallagher, Jas. W. Gibson, A. Williams.

Moved by Harry Baird and carried that a day of sports be carried on on the Island on Coronation day and that Wm. Blake be chairman of the sports committee. Wm. Bolger, Jas. Gallagher, Maurice Ryan, J. W. Gibson, John McDougall, A. D. Holyoke, Dr. McLean, A. W. Fields, G. E. Balmain and Harry Baird were made members of this committee and the chairman was given power to add as he may find it necessary.

Norman Loane, Harry Stevens, H. Drysdale, Vincent Lingley and James A. Doak were appointed to wait on the young ladies of the town to aid in securing suits for the team.

Subscription lists were opened and a fair amount was promised before the close of the meeting. These lists may be found at the Gibson & Ross store and the treasurer, Wallace Gibson, will be pleased to receive the subscriptions of any not present at the meeting.

MODERN STREETS

Finds Many Advocates at Meeting Held in Town Hall on Tuesday Evening

At the meeting held in the town Hall, Tuesday evening, the majority of those present were in favour of buying a rock crushing plant and street roller to do permanent street work in the town. It was conceded by even those who opposed the movement that the streets are in a bad condition and that something should be done toward repair.

The attendance was not as large as should have been and considerable disappointment was expressed at the absence of Mr. Small, Street Supt. for the town of Houlton, who was expected to be present.

Among those at the meeting were Mayor Ketchum, Councillors Gallagher, Gibson, Mair, Dibblee, and Messrs. G. A. White, C. L. Smith, J. R. Brown, W. E. Sutton, James Carr, J. A. Lindsay, James Drysdale, Col. Dibblee, Supt. Fields, and E. Hagerman.

His Worship Mayor Ketchum called the meeting to order and outlined its purpose. He said that a vote was taken last year on permanent streets and defeated largely, he thought, because of lack of information. The council had applied for legislation to have the vote taken again and had gone to some trouble to get information regarding the cost of plant and operation also the cost per yard to lay the streets. Accompanied by Couns. Mair, Gibson and Gallagher he had visited Houlton and inspected the nature of the work done there. He then described the well known process of street making. He said it was the intention of the Council if the vote of Friday was favourable to spend about \$5000 for a plant this year and use the street appropriation which is about \$3000 to perform the work.

Mr. Mair followed and stated that it would cost about 90 cents per running foot for a road 30 feet. He thought that it was a good business proposition and was strongly in favour of the movement. Councillors Gallagher and Dibblee followed and expressed their conviction of the need of the proposed plant. Mr. J. A. Lindsay advocated putting the matter out to tender and having the amount spent in this way rather than buying a plant which might not be used after a time and he thought it would be better to do this than to tie up the amount of money in the necessary plant. Coun. Mair followed and showed that the plant was necessary to keep up the streets after they had been made. Mr. G. E. Balmain said he thought a plant like this should have been purchased years ago. A sinking fund should be provided so that the debt incurred could be liquidated without trouble. James Carr outlined the methods to be used in street making and spoke of two pieces of street one of which was made 18 years ago and has had no repair since.

The vote on the question will be taken today (Friday) at the Town Hall.

It is reported that the Pirates Ball Club will play the Calais High School in Calais on the 24th. Both teams are in good condition and a good game is assured. The battery for the Pirates will be Dow and Faulkner.

The management of the League team have secured the services of Allen who made so good a mark with the Houlton team a few years ago. Black the popular back stop has also been secured and the prospects are good for a high class team.

The young ladies of the town are raising the necessary money for the uniforms of the team. This ensures success.