

The Carleton Sentinel

F. B. CARVELL, PRESIDENT.

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FRIDAY, JUNE 5th, 1914.

BE CAREFUL IN THE WOODS.

This is about the time each year that the forest fires begin to break out, and thousands of dollars of damage is done to the timber land. Much of this damage could be avoided and many valuable trees saved if due precaution were taken by those who go into the woods to fish or to hunt. The careless dropping of a lighted cigar, or throwing away a match after using, has caused many damaging fires. Every man or boy who goes into the woods should feel that he is a privileged person and that upon him depends much of the safety of the woods through which he roams and from which he can derive so much pleasure. He should feel a personal responsibility for the care of the timberland.

Be careful when you go into the woods. Leave your pipe at home, or be sure that you have dropped no sparks from it, or that your match has been properly extinguished before you throw it down. It will cost you nothing to be careful. It will cost the province and individuals thousands of dollars if you are not careful.

DRIVERS OF AUTOS.

The responsibility of the man at the steering wheel of an automobile is a great one. While the people cry out in natural horror at violent deaths in a railway accident, they have been slow to grasp the fact that the automobile improperly handled is as much of a menace as the passenger and freight trains. Railroad traffic goes along two well known pieces of steel; the automobile may zigzag across the street or worse—you never can know what it will do or how it will do it until it has done it.

But a motor car under the control of a normal person does not pursue an erratic course. It is when there is an unsteady man at the wheel that the danger comes. That unsteadiness may be temperamental or it may be induced by indulgence in intoxicating liquor. There are natural joy riders, men in whose veins is the abnormal desire for expensive speed and who have little or no thought for the rights of others. Such men are not fit to hold automobile licenses, but their number, as compared with the total of drivers, is not great. Nor is the man who is under the influence of liquor such a one as ought to be permitted to run a car. One does not have to be "rollicking drunk", as the expression goes, to come under this indictment. The moderate drinker who drinks before he clasps the wheel is unsteady in the sense that he is not fit to try to thread his way through the streets. Such a man is a peril.

CALL AT THE HENDERSON FURNITURE COMPANY'S STORE AND SEE THE ELEGANT PRIZES THE SENTINEL OFFERS FOR SUBSCRIPTIONS.

CAPT. KENDALL TELLS STORY

(Continued from first page)

my ship was stopped. I then stopped my engines and blew two long blasts, meaning 'my ship was under way, but stopped and has no way upon her.' He answered me again with one prolonged blast. The sound was then about four points upon my starboard bow. It was still foggy. I then looked out to where the sound came from. About two minutes after I saw his red and green lights. He would then be about one ship's length away from me. I shouted to him through the megaphone to go full speed astern, as I saw the danger of collision was inevitable. At the same time I put my engines full speed ahead with my helm hard sport, with the object of avoiding, if possible, the shock. Almost at the same time he came and cut me down in a line between the funnels.

"I then shouted to the Storstadt to keep his ship full speed ahead, to fill in the hole he had made," the witness went on, "but he backed away. The ship then began to fill and listed over rapidly. I then ran full speed again. I had stopped her when struck to try, when I saw the danger was so great, to run my ship on shore to save the passengers on the ship. But almost immediately the engines stopped, the ship filling and going over all the time to starboard. I had in the meantime given orders to launch the lifeboats. I rushed along the boat deck myself on the starboard side and threw all the grips of number one, three, five and seven boats. Then I went back to the bridge again, where I saw the chief officer rushing to me. I told him to send along at once and tell the wireless operator to send out distress signals. He told me this was done. I then said, 'Put all the boats out as quickly as possible.' That was the last I saw of the chief officer.

"About five minutes after that the ship foundered," he resumed. I was shot into the sea myself from the bridge and taken down by the suction. The next thing I remembered was being on a piece of wooden grating. How long I was on it I do not know, but I heard some men shout from a lifeboat: 'There is the captain, let us save him.' "They got me into the boat. The boat already had about thirty people I did my best with the people in the boat to assist in saving others. We pulled around and picked up twenty or twenty-five more in the boat, and also put about ten around the side in the water, hanging on with ropes around their waists. Seeing we could not possibly save any more, we pulled to the Storstadt, which then was about a mile and a half away.

"I got all the people on board the Storstadt, and left her again with six of the crew, and went back to all the wreckage, and tried to save more. When we arrived on the scene, everybody had gone. We searched around and could not see anybody alive, so we then returned to the Storstadt."

ANDOVER.

Mrs. George T. Baird is spending a few days in Fredericton, the guest of Mr. and Mrs. Fred Baird. The death of Mrs. Wm. Johnston

took place on Monday afternoon. Although in failing health the past two years, death came very suddenly as she was out on Saturday. She leaves to mourn her loss, a husband and daughter to whom much sympathy is felt, besides three sisters and two brothers. The funeral was conducted by Rev. J. R. Hopkins, interment in Trinity church cemetery. Miss Millicent Carter is home from Mt. Allison.

The Round Table Literary Club met with Mrs. Ben. Beveridge on Thursday evening. Mrs. Chas. Spike had a well prepared paper on "socialism," this was followed by discussions for and against. Roll call was responded to by patriotic quotations. After lunch the club adjourned until September.—X. Y. Z.

GRAND OPERA

Augmented by some new world-famed artists, with an entirely new and novel program of concert and opera, and with an added feature in the form of a beautiful bevy of ballet dancers from the Boston Opera House the splendid aggregation of Boston Grand Opera Singers in the Hayden-Gibson theatre, Saturday evening, June 13th.

Brilliant as were the artists the last time, and delightful as the program presented then was, the coming engagement holds forth some new artists of even greater brilliancy, and promises a program which for variety and novelty has never been surpassed anywhere and rarely equalled even in the largest cities like Boston and New York.

Five of last season's great company will be heard again. Mme. Maria DiGabbri, dramatic soprano, M. Giovanni Gatti, a really great tenor, M. Nikola Oulukonoff, the famous Russian baritone, Mlle. Ernestine Gauthier, the petite prima donna contralto, and last but by no means least, Mr. Edgar Littleton, the magnificent American basso.

Another splendid addition to the company is M. Luigi Mainiero, a great golden-voiced tenor, who brought to this country triumphs from nearly all the big European opera houses.

The musical part of the program will be composed as before of opera and concert. Eight big operatic numbers, including the duet from "Forza del Destino," made famous by Caruso and Scotti, the thrilling duet from "Andre Chenier," and other equally well known ensemble numbers will make up the concert part. The opera will be an act of "Martha" sung complete in English, with costumes and scenery.

INTEREST TO AUTO DRIVERS

Many autoists from this town and vicinity are evidently not aware that there is a town ordinance in Houlton against automobile drivers using their cut-outs in the town proper. Sunday there were a number of cars started from the square in Houlton, coming towards Woodstock, and used their cut-outs all the way up Main street. Their numbers were taken, but doubtless they were ignorant of such a law in Houlton, and nothing will be done unless this happens again.

Another ordinance is that in turning corners an auto driver must turn a square corner.

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The Committee in Charge of the Baseball Deficit have been forced to postpone the Automobile Drawing until July 1st

Owing to Stubs not having been returned on time

MARRIED

At St. Luke's Church, Woodstock, by Rev. A. S. Hazel, June 4th, Charles Jordan Jones and May Elias Marley.

At Woodstock, N. B., on May 27th, by Rev. H. C. Archer, Robert L. Hay and Miss Effie B. Darling, both of Canterbury.

At the residence of the bride's parents, Benton, N. B., on June 3rd, by Rev. H. C. Archer, Charles D. Godsoe and Miss Annie B. Anderson.

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Mrs. T. S. Duncan returned last week, after spending the winter with her daughter in Boston.

Miss Marion Lindsay, who is attending school in Montreal, returned last week for the summer vacation.