

# THE DISPATCH.

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WOODSTOCK, N. B., SEPTEMBER 19, 1894.

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## BOARD OF TRADE MEETS AND VIGOROUSLY DISCUSSES C. P. R. RATES AND OTHER MATTERS.

**A Committee Appointed to Find Out About Freight Rates to Woodstock as Compared With Other Points.—Unsatisfactory Conditions With Regard to Expressage.**

The meeting of the Board of Trade on Friday evening last, was encouraging, and plainly indicated that the merchants of Woodstock see the use of the organization, and intend to work together in it, for the removal of the grievances under which they labor.

The president, Mr. H. Paxton Baird, occupied the chair. One of the first matters to come up for discussion was that of the excessive freight rate on the C. P. R. to Woodstock. The secretary gave a verbal report of a conversation he had with Mr. Tiffin, general freight agent of this division, who said that the company could not see its way clear to make any reduction in the freight tariff, and failed to see, moreover, how Woodstock would profit thereby.

This announcement immediately brought Mr. John Graham to his feet, who spoke to the question in no half hearted manner. He said that a committee should immediately be appointed to get statistics with reference to freight rates to Woodstock as compared to other towns, and also statistics as to the amount of goods coming over the C. P. R. to Woodstock. He advised that when parliament meets this board send delegates there to represent their case. He did not see why we should be treated as we were. Under the present freight rates we might about as well shut up our business. We could not compete with Edmundston, where a car load of flour was landed \$20 cheaper than at Woodstock. This same committee should draw up a memorial to the dominion government asking it to grant a subsidy to a connecting road with the Bangor & Aroostook. It was plain that the C. P. R. did not intend to treat us fairly, and we might as well make up our minds to fight them. He moved that a committee be appointed to work on the above lines. Mr. J. A. Lindsay promptly seconded the motion. The following were nominated a committee: The president, Messrs. John Graham, W. P. Jones, J. A. Lindsay, Chas. Dickinson, J. T. A. Dibblee, M. P. P.; A. Henderson, Jas. Carr, C. L. Tilley, A. J. Marsten, and the secretary, T. C. L. Ketchum.

Mr. Graham said that it was ridiculous for the railway company to urge that because it gave a certain rate to Woodstock it must grant similar favors to all points above on the line. The company should know, if it does not, that this town put between \$20,000 and \$40,000 into this road when it was built. Mr. Marsten and others also spoke strongly on the same lines.

Mr. J. T. A. Dibblee, M. P. P., addressed the board on the subject of train accommodation. He understood that the C. P. R. was about to change the time table, and had heard that an afternoon train would go out for St. John and other points, instead of a morning train. This would probably put us in a worse condition than we were in last year. Under the present arrangement people from up river could come down and spend four or five hours in town, and return the same day. He thought it would be well for the committee to endeavor to bring pressure on the company to continue the same arrangement as now holds. Mr. John Graham seconded the motion, which was carried. The merchant week committee are Messrs. W. W. Hay, John McLaughlan and H. N. Payson.

Mr. D. Munro introduced the question of express charges. Express matter coming from St. John was brought much cheaper than matter sent to St. John. For instance, a small parcel coming from St. John would cost say 15 cts., while the same kind of a parcel going to St. John from Woodstock would cost 25 cts. It did not seem to him that this state of affairs should be. He moved, therefore,—“that the transportation committee be requested to write to the agent of the Dominion Express Co'y and find out the reason for the discrimination, and, also, advocate that the rates be uniform between these two points.” Mr. A. Henderson seconded the motion.

Mr. J. R. Murphy thought that it should, first, be ascertained for a certainty that such a state of affairs existed.

Mr. A. J. Marsten corroborated what Mr. Munro had said. In reference to express parcels, there was inconvenience through no one being on hand at the office to take charge of these parcels, during a greater part of the day.

Mr. Henderson said that there used to be

an express agent, apart from the station agent, but it was found that it did not pay to keep the former, and the two were combined. The fact was that one man was now obliged to do the work of two men.

Mr. Marsten said it was a disgrace to the place to have to put up with such an inconvenience.

Mr. W. P. Jones said that the same inconvenience was found in getting trunks away. If one was not at the station just when the train arrived he would have to leave his trunk until the next day.

Mr. Wm. Dibblee thought the board should plainly understand the question. The question of the discrimination of rates was one which the board might rightly deal with; the other was one which formed a grievance for private individuals. If individuals considered that the express agent was not fulfilling his duty they could soon represent such to be the case to the company, and probably succeed in getting a change made; but the board had to deal with the company, whose rules it considered at fault. These large corporations were just like a highway man. If he met a man whom he could rob, he would rob him, and if he, whom he met were too big to be robbed, he would let him alone. These questions of excessive freight and express rates should be taken up by the people of Canada.

Mr. Holyoke proposed an amendment to the motion by adding the words, “that the committee inquire about the agent remaining in the office during business hours.” The amendment was not seconded, and the original motion being put, carried.

Mr. W. Saunders moved that the committee be requested to interview Mr. Phillips, and report to the next meeting the result of the interview. W. Fisher seconded the motion, which was carried.

On motion of J. A. Lindsay, seconded by A. J. Marsten, it was decided that in future the board meet on the second Monday in each month until the first of May next.

The president called the attention of the board to the coming exhibition, and suggested that the board get leave from the town council to allow business men visiting the exhibition the use of the room, and that paper, pens and ink, for correspondence, and daily papers and magazines be placed in the room for the use of visitors. Mr. W. Saunders moved that the suggestion of the president be acted upon, and that the town council be requested, through Coun. Murphy, to allow the use of the room for the purpose mentioned.

Couns. Murphy and Jones, who were present, expressed their personal approbation of the proposal. The motion was seconded by Mr. A. Henderson, and carried.

Mr. J. Watts moved that, instead of the president's suggestion, that printed cards be sent to probable visitors, the local papers be asked to notify the public that this room will be available, and Mr. Holyoke seconded the motion, which was carried.

The board then adjourned.

## Between the Wickets.

The alphabetical cricket match, called for Saturday last, did not come off on account of the damp weather. The secretary has received a reply to a challenge he sent to the Fredericton club to the effect that the latter will play the Woodstock eleven if they will go there, but he does not think they can come here. Thus, no fixtures for outside matches have been made. The crease at the park is not the success which it was hoped it would be, but it must answer for the balance of the season. If cricket is to be a success next year, a good ground is a necessity. We will not improve in our play until we have a ground fit to bowl and bat upon.

The Maritime team did well on their tour in Ontario. Toronto drew them, they beat Rosedale easily, and in the main match against the International team, they were only beaten by thirty runs. In the first innings the Maritime men made 68, and the International men 70; in the second innings the Upper Canadians did better. But, an International team should do much better than that. Another year, we may be sure, the maritime provinces will not be ignored in the selection of a team to play the match of the season.

The Record, St. John, says: The cricketers who have been playing in Toronto arrived home on the C. P. R., today with the exception of the Messrs. Jones who went to Philadelphia to witness the international match. The Halifax members of the team did not remain over in this city. They all speak in the highest terms of the treatment they received at the hands of the Torontonians. On Saturday evening the visitors were given a dinner which proved a great success.

The international cricket match was commenced at Philadelphia on Monday. The Canadian team made 155 runs. Nine of the batters made double figures, and there were three scores of 21 each. No maritime men are on the team. Lord Hawke's team played against all New York and made 289 in its first innings, 99 being the top individual score.

## IMPRISONMENT FOR DEBT.

**MORE LEX ANSWERS LEX'S LETTER  
IN THE LAST ISSUE.**

**He Points to a Difference Between the Cases Mentioned—A Correspondent wants a Truckmen's Stand.—Opposed to Exemptions.**

*To the Editor of The Dispatch:*

SIR,—In last week's issue I noticed a communication entitled “Comparative Justice,” and signed “Lex.” While the statement contained may be true, it is grossly misleading, and is calculated (intentionally or not) to create a wrong impression. The imprisonment of 12 days mentioned, was for disobedience to the judge's summons to show cause why the person should not pay; and although it is not so stated, was a contempt of the court, in not obeying the summons so issued by the judge; and the order would be to the effect that he would have to purge the contempt by appearing and submitting to the hearing, the 12 days imprisonment being a punishment for his offence of contempt, from which he could not relieve himself. But it must be remembered that he still had to attend a hearing, and if on the hearing he could show no good cause why he should not pay and satisfy the judgment, the judge would then again be bound to imprison him, or at least would have power to imprison him for the period provided by the English Act relating thereto, whether one year or five.

In the case which your correspondent evidently has in his mind, and referred to by him, the defendant so far from showing any good cause on the hearing why he should not be imprisoned under the provisions of the N. B. Act, actually showed the strongest reasons why he should be imprisoned, so that no judge with any sense of justice, and without stultifying himself, could forego awarding the longest term allowed by the Act—twelve months. The defendant unblushingly stated, in the face of the judge, that he knew there was a judgment against him for \$86.75, unsatisfied in whole or in part; that after service upon him of process in the cause, he had transferred real and personal property for which he received some \$45.00 in money, and with the avowed purpose of avoiding payment of a judgment lawfully recovered in a court of the land, and consequently to defraud the plaintiff; and that he would not satisfy and did not intend to satisfy the judgment out of this money; and that he did not intend to pay it all; further, that he had some ten or eleven hundred dollars in the bank, his own money and under his own control, and that he would not pay the judgment debt out of that money and did not intend to pay it at all.

The party in the case in point, is in every sense a voluntary prisoner, as he could easily have paid the judgment debt in the first place, in which place an order for imprisonment could not be made against him. And although he is now a prisoner, he is a voluntary prisoner, inasmuch as he can, at any time he may choose, have his liberty upon paying up the judgment debt and costs; and as he has sworn that he has some \$1500.00 in available money, he has abundant means to do so, and only remains in gaol either through ignorance or malicious stubbornness, in an endeavor to wrong the plaintiff out of his rights. It is a pity the law does not provide a stronger remedy to cure the wilful and dogged stubbornness of this party; that is to say that the imprisonment should be until the party makes up his mind to pay over, whether the mental process took one year or twenty. A young and able-bodied man, who will loll in idleness in gaol under the circumstances mentioned above, and at the same time endeavor to make the public support him in his idleness while having plentiful means of his own, does not deserve sympathy but execration. MORE LEX.

## Maritime Union.

*To the Editor of The Dispatch:*

SIR,—Your article in THE DISPATCH under the head of “To Reduce Expenditure,” led me to look up the article from the Mail, the ex-Tory organ of Ontario. The Mail would be amusing if it were not for the cool impudence of the whole article.

We of the maritime provinces are a very small part of this dominion, beside great Ontario. “The people down by the sea are only one-third in number to us,” says the Mail. I should like to ask the Mail who furnished the brains that kept the government in power after the death of Sir John A. McDonald but the men from the despised maritime provinces. I would remind the Mail that Sir John Thompson was asked to form the new government previous to the late J. J. C. Abbot, and I need not refer to Sir C. H. Tupper and Hon. G. E. Foster, as other men who find brains for great Ontario. “Yet,” says the Mail, “they have three sets of governments,” and advises a union to save money. How thoughtful the Mail is for our people all at once. Why don't the Mail advocate financial reform in its own province, and keep its gratuitous advice to itself?

The maritime provinces should have been united before confederation. Granted! Had that been so, how would Ontario and Quebec have got out of the continual fight in which they were engaged? The Mail should

remember that the lower provinces had a plan of union nearly completed, when the fighters from the west saw the opportunity to get rid of the troublesome French by a scheme of confederation for the whole of British America, and also a chance for Ontario to “boss” the whole job, which they have done most effectually ever since. Why, sir, if a man from the lower provinces dares to intrude on the preserves of Ontario, he is looked on as an interloper.

Another example of the generosity of the framers of confederation who were mostly from the upper provinces, is the taking 24 members each for the senate and allowing 24 for the rest. Is it any wonder that Newfoundland kept out? I think not. The maritime provinces would have done well to have kept out also, as we are the dumping ground for the surplus manufactures of Ontario and Quebec, who, in order to sell their goods will give all kinds of terms and sell to all kinds of customers, to the demoralization of trade. Should any more proof be wanted of the utter selfishness of the Ontario people, look at the Methodist Conference now in session at London, Ontario. They want three superintendents appointed, beside the general superintendent, but you will notice there is to be none for the maritime provinces. Why sir, the clannishness is almost unbearable in some parts of western Ontario. The first question asked is not what part of Canada, but what part of Ontario do you come from. Just as if there was no place in Canada but Ontario.

The political demagogues may howl as much as they please about French domination splitting up the union, but the insufferable impudence of Ontario has done more than all the French agitators ever did. Sept. 17, 1894. CANADA.

## Opposed to Exemption.

*To the Editor of The Dispatch:*

SIR,—In looking over THE DISPATCH of Sept. 12th, I find this extraordinary item: “Will rebuild under conditions.” And the ratepayers are informed that D. A. Grant & Co. will rebuild if the town exempts them from taxes for ten years. I should like to ask why they should be exempt any more than Loane or Estey, who are in the same business. Some may say that D. A. Grant & Co. will not rebuild again. Suppose they do not. Will that lessen the number of wagons and carriages needed? Should D. A. Grant & Co. be exempted, what will be done with Connell Bros., Small & Fisher, J. D. Dickinson & Sons, Drysdale & Co., Hayden, the Woodworking Co? All these manufacturers would be entitled to the same terms. If, as was stated, the loss was \$20,000 they were taxed too low, as they were assessed for \$7500. I hear that they want free water. They have yet to pay for any water, as they pumped from the creek, and my information is that the works did not take town water. Why did D. A. Grant & Co. leave Grafton if it was not to increase their business? There are few enough to pay the taxes now levied. Sept. 15. RATEPAYER.

## Stand for Truckmen.

*To the Editor of The Dispatch:*

SIR,—I think it is nearly time that the town council made some regulation regarding the truckmen of this town, and appointed a place for them to stand. As the matter is now, the truckmen stand their teams so close to the sidewalk near the fountain that persons having any business at the stores there find it impossible to get near them. Hoping you will take this under your favorable notice. I am, Yours truly, Sept. 17. COUNTRYMAN.

## A Town that Values a Library.

The following item is clipped from the Presque Isle Star Herald. The prosperous little town mentioned, deserves a widely extended reputation. How it puts to shame Woodstock with its 4000 souls! “Dexter, whose new public library building is nearing completion, occupies an unusual position among Maine towns for its interest in institutions of this sort. Its first circulating library was established very soon after the township was settled and became a town. As early as 1824, about one hundred volumes of standard works of history, biography and fiction were purchased for the general use of the inhabitants and there is the best of evidence that these books freely used as they were, had a marked effect in creating an intelligent and vigorous community, and in one form or another the public library has existed in the town almost continuously since that early beginning. The existing library was made a municipal institution in 1880. Its catalogue now comprises over 4000 volumes.”

## Fredericton Business College.

“A thorough, practical business education makes successful business men,” says the first annual circular of the Fredericton Business College, and it is true. Every man, preacher, doctor, farmer, lawyer, mechanic or merchant would be better off for a thorough training at a business college. Mr. Young, the principal of this college is assisted in the work by his wife. They are well recommended and enter into their work under favorable auspices. It is a great advantage to these upper counties to have a business college nearer than St. John.

## CHINAMEN AND JAPANESE.

**THE SMALL BOY IN THE FIGHT GETS  
IN SOME HARD KNOCKS.**

**A Big Battle in which the Chinese are Badly Beaten.—Immense Slaughter of Warriors Bold.—Our Friend Tso Fonk Wai is Taken Prisoner.—Japan Scores.**

The war between Japan and China has not, of late, afforded much news for the papers, and some people had become impatient, and actually said the whole affair was a newspaper war, that is, was the invention of newspaper correspondents. However, it appears that there really is a war, and that the two great powers of the east are actively engaged in the friendly occupation of pulling pigtail.

The people of Woodstock and Carleton county will be sorry to learn that their old friend and acquaintance, General Tso Fonk Wai, commander-in-chief of the Manchurian army, has been taken prisoner by the Japanese, but it will be some relief to hear that Li Hung Chang is still on deck, and that Chong Chuck and Lee Mun, as well as Sin Wang Tang are still in the ring.

A dispatch to London, Eng. from Seoul, states that during the evening of Thursday last a Japanese column from Pong San made a reconnaissance in force drawing the fire of the Chinese forts and ascertaining their position. This done, the Japanese fell back in good order with little loss. On Friday night the despatch adds that all the Japanese forces were in position for a combined attack. The Gensan column was threatening the Chinese left flank. The Pong San column was facing the Chinese centre and the Pang Su column was operating on the Chinese right flank. The latter columns had been reinforced the day before by a detachment of marines and blue jackets from the fleet stationed at the mouth, of the Ta-Tong river. The Chinese utilized their old defences at Ping Yang and had thrown up new works, with the result that their position was exceptionally strong. The battle opened on Saturday morning, at daybreak with a direct cannonade upon the Chinese works and this fire was continued without cessation until afternoon. (The military editor of THE DISPATCH is on his way to the seat of war, and when he gets back we will be in a position to explain just where Ping Yang is, and we will also have accurate information as to the exact location of Pang Su, and Ta-Tong. In the meantime our readers will please not embarrass us with any hard questions.)

The battle seems to have resulted in favour of Japan. (Our London correspondent has failed to give us the name of the commander in chief of the Japanese army.)

Here we quote from an esteemed contemporary, “Some idea of the manner in which the Japanese attack was delivered may be judged from the fact that one half an hour after the early morning attack commenced, the strongly defended position of Ping Yang was in the hands of the Japanese troops. It is believed that the Chinese position at Ping Yang was defended by 2,000 Chinese of whom only a few succeeded in escaping. The Japanese victory was brilliant and complete. An immense amount of provisions, arms, ammunition, and other stores fell into their hands.

It is estimated that the Chinese lost 16,000 men, in killed, wounded and prisoners. Among the captured Chinese are several of the most prominent commanding officers in the Chinese troops in Corea, only a few of the Chinese commanders succeeding in escaping.”

Among the Chinese commanders taken prisoner was General Tso Fonk Wai, the commander-in-chief of the Manchurian army, who fought desperately to the last and who only yielded when he was badly wounded. The Japanese loss was trifling when compared with that of the Chinese, only 30 Japanese being killed and 270 wounded. Eleven Japanese officers are included in these numbers and the loss of the Japanese was incurred mainly during the first day's fighting.

THE DISPATCH has nothing in particular to say of this battle, but it hopes the war will be prolonged long enough to so reduce the population of China, that the Emperor of the Holy Chinese people will send for all his loyal and loving subjects, at present rusticated in Canada, to return without delay.

## Will Earn the Money.

LONDON, Sept. 17.—The Statist offers a thousand guineas \$5,000 odd, for the best scheme of an imperial customs union. The offer was inspired by the Ottawa international conference. It is hoped that Canadian statesmen will compete. The Earl of Rosebery and Lord Salisbury are expected to act as judges.