

THE WOODSTOCK DISPATCH.

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Editors and Proprietors.

WOODSTOCK, N. B., SEPT. 19, 1894.

BOARD OF TRADE AND C. P. R.

Judging from the tone of the meeting on Friday evening of the Board of Trade, the sentiment of the business men of Woodstock toward the C. P. R. is anything but amicable. At each meeting, since the board was organized last spring, the question of freight rates on the C. P. R. in so far as they bear upon the people of Woodstock has been under discussion. Indeed, one reason for the formation of the board, was the necessity, felt by the business men, of organization to secure, if possible, better terms for the bringing of freight to this point. There is no particular use in "sating" or in entering into a violent tirade of abuse of the company. A statement of the position of affairs, may be found to produce more profitable results.

The Board of Trade has represented to the company that the rate on freight from McAdam to Woodstock, is much heavier than the rate charged, from McAdam to St. John and Fredericton, which are longer distances, and to St. Stephen which is about as far from the Junction as Woodstock. It has also been pointed out by the board that freight is carried from Montreal to Edmundston, actually cheaper than from Montreal to Woodstock. To the first of these points, the company through its representatives, replies that in the cases of St. John, Fredericton and St. Stephen, the C. P. R. keeps down rates, because of water competition, and to the second point, it is answered, that Edmundston is a competitive point by reason of the Temiscouata railway, and its connection with the Intercolonial and Grand Trunk railway systems. The company admits that the rate from McAdam to Woodstock is what is called an arbitrary rate. That is about all the satisfaction the board has derived, after considerable correspondence, with the C. P. R. powers that be.

The meeting of the board on Friday was the most satisfactory since its inauguration. In another column we give a report of what took place. It will be noted that of those present, not one was heard in defence of the railway company. The inference, unmistakably, to be drawn, therefore, is that the business men of the place consider that the company is not acting fairly with them. Mr. John Graham, who is not given to making windy speeches, simply expressed the sentiment of the meeting when he urged that if no better terms could be made with the C. P. R., a deputation from the board wait upon parliament at next session, and pray for a subsidy for a line from Woodstock to connect with the Bangor & Aroostook railway.

The war between the town of Woodstock and the C. P. R. appears to be a very one sided affair. It is a community of some 4,000 souls, pitting itself against one of the hugest combinations in the world. But, the town has this encouragement. It is fighting the same kind of a battle fought again and again in the Northwest, and, as one of the speakers at the meeting referred to, pointed out, victory in that part of the Dominion has not always been on the side of the company.

Woodstock wishes to be a distributing centre. The present discrimination against it in the matter of freights practically put that out of the question.

We have learned one lesson, not soon to be forgotten. It is the advantage of competition in the carrying trade of a place. Edmundston has a competing line and gets a car load of flour \$20 cheaper, than Woodstock can, from Montreal. Houlton has a competing line, and straightway, a sleeping car is put on the outgoing night train, by the C. P. R. Woodstock has no competing line, and gets such terms as a company like the C. P. R. is likely to give in under such circumstances.

This question is apropos of the situation. If it does not pay to haul freight to Woodstock cheaper than is now done, how can the company find it profitable to haul freight 100 miles further at a less rate than is charged to this town? It would undoubtedly pay the C. P. R. to haul freight cheaper to Woodstock if only it were a "competitive point". Unfortunately for us, at present, it is not.

It has been urged by the company that merchants of Woodstock had to pay as high a freight rate if not higher, before this division changed hands than they do now. It is not necessary to dispute that point, but we may remark that it is not unnatural that as time flies, a town increasing in population and in business as Woodstock has done, should expect better treatment now than it had twenty years ago. It was only last week that THE DISPATCH reprinted a dispatch from the Boston Herald, showing that the increase in exports from Woodstock to the United States during this quarter, ending 30th June 1894, over the same quarter of the previous

year was between \$9000 and \$10,000. It is the only town in New Brunswick that made such a showing. From St. John there was a decrease of \$160,000; from St. Stephen of over \$8,000 and from Moncton of some \$36,000. How did this large export get from this town? By the C. P. R. The fact is that, the progress of Woodstock is so sure that it cannot be altogether impeded by unjust treatment, even. But, it seems strange that the railway company does not think a place which can make such a showing is worth some consideration even from its own selfish standpoint.

The company may rest assured of this. The merchants and manufacturers of Woodstock, entirely irrespective of political leanings, think that they have a grievance against the company, and they will not rest until that grievance has been removed, or until having heard the grievance, the parliament of Canada, declares that it is an imaginary injury of which they complain. And the company may also rest assured that, while building railways is no small undertaking, an aggrieved and enterprising people, can generally find a way to carry out its wishes.

Leaving the mere local question, we may say that the state of affairs between Woodstock and the railway company, shows very plainly the necessity of a strong government control of railways. Wherein has Woodstock profited by the many millions spent on the C. P. R.? The people of the west were obliged to lay their grievance before parliament, at which high court, even great corporations tremble. The people of the east will probably have to do the same thing.

An American writer some years ago wrote thus:—"A corporation is the creature of the state, brought into existence to subserve public ends, and should it like the fabulous giant of German romance attempt to dominate its creator, it must be taught the salutary lesson that the same power which is potent to create, is equally powerful to destroy."

GOOD TIME COMING.

Public Opinion is authority for the statement that while a year ago the total number of industrial workers idle in Chicago was estimated at 100,000, the number idle now is estimated at only 25,000. This is certainly encouraging. Mills, factories, and other enterprises which require for their operations large numbers of men, are increasing their hands and preparing for the better prices and larger sales which are expected this fall and winter. On our side of the line there is a general feeling that business is to be good, and this confidence is a very strong factor in making it good.

An Old Friend.

In a series of interviews with members of the last Congress, 31 out of 43 remarked that they were readers of *The Youth's Companion*. For definite and trustworthy information on the questions of the day it is really unique, while the high character of its stories, the wide fields covered by its special articles, and its contributions from most famous writers in Europe and America, are well known.

Its programme for the year seems brighter than ever. Some of the important stories are: "The Deserter," by Harold Frederic; a Tale of the Great Mutiny in India, by Sara Jeannette Duncan; several Romances of the Sea, by W. Clark Russell; Tales of the War, and of the Frontier in Early Days. Henry M. Stanley contributes two thrilling narratives from Darkest Africa, and Archibald Forbes writes of his "Closest Call." Naval Battles are described by Admirals, and Military Life by Generals. Then there are articles on Choosing an Occupation, Boys Who Should Not Go to College, Physical Training, Recreations of all kinds, and many other practical subjects.

Another pleasant feature is the charming picture of a young lady of colonial times, "Sweet Charity," reproduced in colors from a painting by Ferris, which is presented to all subscribers who send their \$1.75 for a new subscription or a renewal.

Address, THE YOUTH'S COMPANION, Boston, Mass.

Good Enough for the Queen.

The manufacturing establishments in Woodstock are not pretentious as far as outward appearances go, but it is surprising what fine work is done in various lines in this town. The other day a member of THE DISPATCH staff happened to pass by Mr. A. Henderson's furniture warehouse on Queen street and his attention was instantly drawn to some handsome bits of furniture which were visible through the windows. Curiosity inspired him to ask for whom the work was being done. "For Mr. L.P. Fisher," was the response. There was a very handsome quarter circle divan upholstered in English moquette, and three large easy chairs covered in English brockitelle, in three varieties, maroon and old gold, old gold and terra cotta. The work was most artistically done, and quite plainly bears out the contention made by THE DISPATCH that as fine work can be done in Woodstock as anywhere else in Canada.

We Have the Mountain.

The survey of the boundary between Canada and Alaska has led to the discovery that Mount St. Elias, so long regarded as the mountain of the continent, is in Canada, not in the United States territory. The height of the mountain was found to be 18,023 feet.

Canning Factory.

D. W. Hoegg & Co.'s canning factory at Gibson is doing a large business in canning corn. In and around the factory is one of the busiest scenes to be found anywhere. Twenty farmers' double teams and forty men women and boys principally the latter, was one of the sights in the yard yesterday. Inside the machinist or business man would undoubtedly be even more interested. Among the sights are the complicated machine which shells the corn of the cobb as fast as two smart girls can feed it, and the machine which fills the cans from where it is boiled in an elevated boiler at the rate of one each second, moves it out of the way and passes it along to a large revolving brush, which dries off the top of the can ready for sealing; then passes it farther along toward the sealers, which is really the best working piece of machinery the writer has seen for a long time. The boys get four cents for each bushel of corn husked, and each boy who takes a basket into the factory is handed a check, which represents the above amount, and in the evening they get paid at the office, which Messrs. Hoegg occupy in one end of the Canada Eastern railway station here. Some of the boys yesterday husked twenty-eight baskets, netting them a dollar and twelve cents for the day.—*St. John Sun.*

Underpaid Letters.

LONDON, Sept. 17.—The postal authorities in the general post-offices at London and Liverpool state that a great quantity of underpaid letters come from Canada to merchants and private individuals here. All the letters are weighed in Canada, and if they are underpaid they are so marked before leaving the post-offices where the mail is made up for the steamships. The amount underpaid is marked on the envelope, and the letter is then sent on, the deficiency due the Canadian Government to be collected from the recipient. When the letter reaches here the same regulation prevails, and the letter is retained until the amount is paid. The receiver thus pays double the discrepancy. The same regulation is enforced on outward letters sent to Canada, each country retaining the amount charged in excess. The authorities here think the matter has grown to such proportions that the Canadian department should specially warn the public against neglect and carelessness, not in a fault-finding spirit, but simply that correspondents might not be subjected to inconvenience and the letters to delay.

Lumber on the Ottawa.

OTTAWA, Sept. 17.—Ever since the United States Tariff bill became law, allowing Canadian lumber into the United States free of duty, the shipping at the Chaudiere has taken a lively turn, and is now unusually brisk. During the summer, shipping was more or less dormant, owing to the long-continued depression across the line, but once the passage of the Tariff bill was assured all that was quickly changed, and now millions of feet are moving to the market across the border. When asked this morning how this sudden change came about a Chaudiere lumberman said: "Shippers on the other side were all holding back in uncertainty as to what might happen until the tariff question was finally settled and gone on the statute book. They had bought up the Chaudiere cut, but gave no orders until the duty was removed, so the stuff was lying here, but directly the tariff was settled they wanted shipments of lumber at once. Hence shipping became lively immediately, and will be to the end of the season. All the lumber that can be sent by water is being loaded on barges from the several mills and sent off as fast as possible."

Locusts in Central America.

"You have read about John the Baptist living upon locusts and wild honey," said a clergyman who has been travelling in Central America. "Well, here's a locust," and he produced from his pocket a—well, a locust. It doesn't hop or jump, and had no semblance of life because, indeed, it was nothing but a great bean, looking like a huge cranberry-bean pod. It is five inches long and almost as big around as a banana. It had a deep, mahogany-colored skin of hard consistency. "I have eaten many of them. They grow on trees as big as elms and fall to the ground when ripe. Split them open and they contain a yellow substance looking like mustard. Mixed with water, it makes a very delicious and nourishing drink that will sustain life for a long time. One of these pods will make a quart of drink, and everybody uses them. They may not be the locusts of John the Baptist, but I understand that the tree grows in that land of the Bible."—*Ex.*

Run Trains by Electricity.

WINNIPEG, Man., September 17.—Curiosity as to how the almost unlimited power that will be conserved at Keewatin by the dam now in course of construction across the Winnipeg river is to be utilized, has given rise to the belief that the C. P. R. Company have in view a scheme to run their trains between Port Arthur and Moosejaw by electricity, and that the intention is to use the Keewatin power to generate electrical energy for that purpose.

Bogus Voters, Beware!

TROY, N. Y., Sept. 17.—Michael Pillon, of this city, convicted here yesterday of illegal voting last November, was today sentenced to the Albany penitentiary for one year and fined \$500. Pillon was recently convicted of a similar crime in Albany, but escaped imprisonment through a technicality.

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Woodstock, N. B., August 22, 1894.

She Won't Come In.

LONDON, Sept. 17.—Sir Terence O'Brien, governor of Newfoundland, assured a correspondent today that the majority of the people of Newfoundland, though loyal to the empire, would if compelled to choose, prefer union with the United States to union with Canada. The current discussion in Canadian journals, he says, is quite impractical. The reversion of Newfoundland into the state of a crown colony, would be more likely in view of the state of the finances of the island.

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