

# THE DISPATCH.

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## COMPANY, PRESENT ARMS!

SOME INTERESTING FACTS ABOUT THE BRIGHTON ENGINEERS.

Even General Herbert Has Words of Commendation for Major Vince's Corps.—Its Origin.—Force to be Increased Over Twice Its Present Size.

A talk with Major Vince, the other day, elicited some facts about the Brighton Engineers, that will no doubt be interesting to everyone interested in the efficiency of Carleton county's contributions to Canadian militia.

In the year 1867, that is 27 years ago, Major Vince raised a company of infantry in the Parish of Brighton. On the tenth of September, 1869, the company was gazetted as Brighton Co. of Infantry, of the 67th Battalion, with D. McLeod Vince, captain; J. Fraser Richardson, lieutenant; and M. P. Orser, ensign. This company was part of the guard of honor to Prince Arthur, Duke of Connaught, when he was in Woodstock on the 9th of September, 1869. They were inspected by the D. A. G. in Woodstock, in June, 1870. After the retirement of Mr. Richardson and Mr. Orser their places were filled by Robert Vince and Simon McLeod respectively. They drilled about every year, twice at Hartland, in 1873 and 1877; twice at Woodstock, at Fredericton and at St. Andrews.

On the 27th of February, 1880, they were changed from a company of Infantry to the Brighton Engineers and were gazetted with D. McLeod Vince still in command, John R. Tompkins, lieutenant; and A. B. Connell, 2nd lieutenant.

In a specially important arm of the service this is one of the best companies in the dominion as the militia reports will show. They held the Gzowski cup in the years '86, '87, '88 and 90, and scored second place in the competition for it in '85 and '89. Major Vince now has the cup in his possession, where the Engineers intend it shall remain for some time to come.

The Engineers have been in camp at Hartland, Woodstock, Fredericton, St. Andrews, Chatham, Sussex and Moncton at different times, and have been reviewed by Gen. Luard, Col. Irwin, Maj. Walker, Maj. Raban, Maj. Davidson, Gen. Middleton, Gen. Herbert and Capt. Von Straubenzie, as well as other soldiers of repute.

It is a very substantial compliment to the company that recently to its staff have been added a Major, two Captains, a Sergeant-Major, Quarter-Master-Sergeant, 2 Sergeants, 3 Corporals, 6 Second Corporals, 45 Sappers, thus bringing the total rank and file, from 39 to 93 and total of all ranks from 45 to 106. The increase was first recommended 11 years ago by Gen. Luard and since by Gen. Middleton. Finally this year Gen. Herbert, impressed by the excellence of the company, induced the minister of militia to increase the strength of the company to its present proportions.

Gen. Herbert, a gentleman who has not distinguished himself as a base flatterer by means, in his last annual report, says:

"In some cases the work done in camp has been of exceptionally good quality, notably that of the Brighton Engineer Company, details of which are given in the report of the Inspector of Engineers (Appendix K.) The Canadian militia system has hitherto failed to recognize, that the most valuable elements of a national defensive force are those in which the everyday avocations of the citizen are applied, by military organization, to a given task in connection with the scheme of defence. The company I have quoted furnishes an instance of one of the many ways in which this may be done. The physique of this company is excellent, and the practical engineering work executed by it was quite remarkable. It labors under the serious disadvantage of being organized on a basis not adapted to the work it is required to perform. It is very necessary that its reorganization and proper equipment should be completed."

This is the only corps throughout the dominion that Gen. Herbert thought worthy of special mention in his general report. In the camp at Sussex in 1892, the Brighton Engineers showed the highest score for shooting as well as having the best shot in camp, in the person of Lance Corporal Lovely who made 70 points.

By way of showing what sort of work the Engineers do, a report of Capt. Von Straubenzie, R. E., who inspected the corps in 1892, at Sussex is quoted from:

On Wednesday the 6th July, the company constructed a trestle bridge, 144 feet long, to carry infantry in fours across Trout Creek. The bridge consisted of eleven 2-legged trestles, average height 7½ ft., with a corduroy roadway, treenails being used throughout as fastenings. For this work 450 trees of size were cut down by a working party on the two previous days, trimmed and drawn to the site, (¼ mile distant) on the day of construction. Major Vince organized the

working parties admirably, and the N. C. O.'s superintended their squads very well, so that not a single serious hitch occurred during the work. Work commenced at 2 p. m., (the section of the gap having been previously taken) and by 6.30 p. m. the bridge was quite complete. The actual working party consisted of 2 officers, 30 N. C. O.'s and men, with 1 N. C. O. and ten men in the woods preparing and loading timber, so that the whole company was most fully employed. The only tools available were 5 augers, 7 axes, 1 handsaw, 1 cross-cut saw. This company is in a very satisfactory condition, an excellent spirit pervades all ranks, and considering their opportunities, Major Vince and his men deserve great credit for what they have done.

The Brighton Engineers have great reason to be proud of an organization which has won words of praise from a man who has been unsparing in his criticism of the militia of Canada.

## TO HELP SALMON

Get Over Sawyer's Dam, a Fishway will be Built this Month.

The question of having a fishway put in Sawyer's dam on the Meduxnakik has been agitated for the past seven years, ever since indeed, boys with pins for hooks raised the lordly salmon, while the real fishermen with costly rods and all manner of colored flies, stood by and watched proceedings with green eyed jealousy.

The sports of Woodstock and Houlton, and other parts, at first took up the question and they were going to have a fishway in the twinkling of an eye. If they had done less talking we would have had it before this. But the Ottawa government hearing that the sports were at the job refrained from exercising its authority and ordering Mr. Sawyer, the owner of the dam, to put in a fishway. However, what between Major Vince writing, and Dr. Colter, M. P., talking, the minister of marine and fisheries has at length been prevailed upon to order a fishway put in by Mr. A. H. Sawyer. This will be done some time this month, and below are given the specifications regarding the building of the fishway. It may be said, by way of explanation, that any private party or company owning a dam are bound to put in a fishway when ordered to do so by the department, at their own expense, but the government quite frequently makes an allowance for the work done, and will probably not forget to do so this time.

An opening in the dam wide enough for the construction of a fishway must be made, but, without cutting the important cross timbers of the dam which are to be built into the fishway. Sills to be laid the required length, upon which the cross timbers 10x10 are to be laid at the required distance. Posts 6x8 to be mortised into the cross sills and of sufficient height to be above the level of high water, and so that above the dam they will be five feet apart from outside to outside, and in the dam five feet from inside to inside. A floor of three inch hemlock or spruce, or pine is to be laid the entire length of the fishway so as to be water tight. The three inch pine, hemlock or spruce plank to be nailed to the outside of the posts above the dam and to the inside of the posts in the dam. Planks to be jointed to the outside edges above the dam, and inside edges in the dam chamfered one half an inch, and well jammed together so as to be water tight.

Partitions of three inch plank to be nailed to the posts above the dam and to cleats upon the sides fastened firmly to the posts in the dam. An aperture to be made in the centre of each end, and partition, the lower aperture to be below the water in the river, below the dam and the top of the upper structure to be not less than two feet below the level of the dam. The other apertures to be in alignment. The aperture in the upper end to be 18 inches wide, 11 inches high; 2nd, 17x11; 3rd, 16x11; 4th, 15x11; 5th, 14x11. All the others the same as the fifth.

The cross sills for the fishway in that part above the dam to be twenty feet long, upon which a ballast floor is to be laid, and the upper end supported by knees; the ballast equal to five tons for each submerged compartment, to be laid upon the ballast floor and secured by crib work.

A protecting pier to be built at the upper end, leaving sufficient space for the egress of fish, and a screen to be built from the fishway to the pier at the side nearest Craig's steam mills. Should the cross timbers of the dam be built into the fishway care is to be taken that there shall always be below water line, sufficient space for fish, etc., four feet by five feet, the length of the fishway to be increased if necessary.

## A New Daily.

New Glasgow, N. S., has a daily paper, the Enterprise, which, from the appearance of the first number, is likely to prove a success. Formerly the Enterprise appeared weekly.

## FACTORY GONE TO BLAZES.

A BIG FIRE AWAKENS CITIZENS FROM EARLY SABBATH SLUMBER.

D. A. Grant & Co.'s Establishment Completely Destroyed—Fortunately there was no Wind or Worse Might Have Happened.—Other Buildings Injured.

It did its work cleanly and thoroughly. It didn't think it worth while to go in for any half-way measure.

It just said to the firemen: "You've had a pretty soft time with me of late years. Now just stop me if you can."

It said to the citizens: "You're always talking about me not being able to make any headway, and how mean it is for the insurance people to raise their rates. What do you think of me now?"

"You're always boasting that I am all played out since you got your water works. I'm played out, am I?"

And the fire fiend tossed himself in his fury, and belched lurid flames as he scornfully taunted the firemen and citizens last Sunday morning between three and four o'clock, while he got in as pretty a piece of business on Grant's carriage factory as has been witnessed in Woodstock this ten years past.

The factory had been closed down on Friday, as the engine was under repair, and the only hands at work inside were the painters and the woodworkers up stairs. Mr. Grant expected to get to work in full force on Monday, and at 10 o'clock Saturday night John Tribe, the engineer had the boiler filled. It leaked a little, and he ran the water out into the engine room, when there was as much as four inches on the floor. He filled it up again, and put on a fire. Everything was apparently working all right. Between one and two o'clock the engineer got hungry and went home for something to eat. He had not finished his meal before the fire bell rang. And when he got to the factory it was in flames.

Thomas McCarron, the town night watchman first noticed the fire and gave the alarm to which the firemen responded quickly. On getting to the scene it was found that the difficulty of getting at the fire to accomplish anything was very great.

Having once got a hold in the factory, it spread with amazing rapidity. Everything was dry, and there was five barrels of oil to aid the flames. It was impossible to get at the fire from the creek side, and equally impossible from the south side, for only a narrow road separates the factory from Geo. Smith's grocery store, and no one but a frequenter of the infernal regions could have lived in the heat of that alleyway. So the firemen had to work from in front of the burning building and from the top of Smith's building. Thirteen streams of water played on the burning factory and on the adjoining buildings.

It was about four o'clock when the fire began to diminish. The factory and all its contents were completely destroyed.

When it was seen that the factory was doomed every attempt was made by the firemen to save the adjoining buildings. Geo. Smith and Wm. Glew occupied a brick block, and had it been of wood, good bye, to that part of the town. The back shops, however, were of wood and they quickly caught. J. C. Milmore had a warehouse back of Smith's, and only recently placed there a car load of lime. When the flames of the perishing factory began to abate, the efforts of the firemen and citizens were turned with some sort of effect on the other burning buildings. By day light the fire was well in hand. The firemen, however, remained at their posts for some hours, and it was just twelve hours from the time he started for the fray, that Chief Dibblee turned in to have a well earned rest.

The loss to D. A. Grant & Co., is put at \$15,000; insurance \$7,100. This is made up as follows: Lancashire, \$600; Quebec, \$1400; Central, \$1000; Keystone, \$1000; Phoenix, (Hartford) \$500; Etna, \$600; Planters, \$500; Norfolk, \$500; Farmers and Mechanics, \$500; and another American company \$500.

Milmore lost his building and a quantity of lime. He had \$200 in the British American. Geo. Smith estimates his loss including eight hogheads of molasses, at \$1500. He had \$2050 insurance in the Western.

Owen Kelley owned the building which Glew occupied. He is insured for \$1000 in the London & Lancashire, and for \$300 in Lancashire. Glew who lost heavily on his stock, is insured for \$1000 in the Queen.

Mr. Grant's loss is severe. He is a man to whom the community owes a good deal. He has been an enterprising go-ahead business man, whose factory, and whose work have been a credit to the town.

D. A. Grant began business at the bottom rung of the ladder. He had no silver spoon stuck in his mouth when he started in the battle of life. He was born in Southampton York Co. In 1865 he started for Houlton with \$15.00 as his capital, and his dollars were at that time worth 60 cents. He had a valise and a few tools, and with these he started a blacksmith shop. In 1876 he came to Grafton and in company with G. F. Atherton, now of Fredericton started a horse shoeing and repairing shop.

G. W. Garraty had erected the factory, which was burned on Sunday and Grant & Atherton removed from Grafton and took possession of it some thirteen years ago. In 1886 Grant & Atherton dissolved, and since then the firm has been known as D. A. Grant & Co., but D. A. Grant is really the whole concern.

He has added considerably to the building since he took it. The main factory was 55x100. There was an ell 15x100. It was a season of year when everything was in course of construction. There were about forty benches and seats finished in the paint shop, and between 300 and 400 hubs. There were a number of carriages sold and ready to ship on Monday. Mr. Grant had just returned from a business trip up river and had done quite a stroke of business.

## Notes.

Bill Bolger was engaged on the roof of Smith's building. When he went to the ladder to come down he knocked two bricks off, which fell to the sidewalk beneath among a large crowd of people, but fortunately they struck anyone.

Donald Munro, superintendent of water works, seeing that the fire was working under the sidewalk toward the bridge that carries the main pipe over the creek, tore up some plank of the walk and Fred Hayden and Harry Johnston made a descent below the burning building and played a stream in on the foundation of the office, thus saving the safe from falling into the ruins as well as saving the main water pipe.

Mr. Grant is not the kind of a man to cry over spilt milk. Before the fire was out he had made arrangements to have his office in the building on the north side of King street, owned by G. W. Vanwart, which the Maritime bank used to occupy.

Grant & Co. employed 28 men. Most of them lashed their working tools. Samuel Baker saved his. Fraser Grant, J. Perley and John Chesnut were among the workmen who lost their tools.

There were seventy-five pungs in the factory about ready to be fixed up.

Mr. Grant was aroused by his son telling him there was a fire near the factory. When he got to the spot the building was in flames. He tried to save some of his stock but to no purpose.

Johnny Sherman is always on hand at a fire. He proved the practical use to which a bicycle may be put. The firemen wanted something and Johnny was after it and back with his bicycle in a minute.

Several times other parts of the town were in danger. The roof of Gilman's stable caught once. So did the roof of Wheman's building opposite the Wilbur House.

Connor's warehouse across the creek caught on fire and was only put out with considerable difficulty. Wellington Beylea saw the danger first and mounted the roof. The firemen in their zeal watered him with the hose, and only his presence of mind saved him from a fall.

Forester McLean's automatic roof sprinkler proved to be a most useful affair. He started it on the roof of his building on the corner of Main and Queen streets, and afforded complete fire protection.

The firemen worked like Trojans. Bob Kennedy was on deck in half less than no time. Three streams playing on the building in a minute and a half from the time they reached the scene. The boys worked steadily for eleven hours. Their faces and hands were badly blistered with the heat.

The last cheque which Mr. Grant paid was one for \$27.00, duty to the government of Canada on some wheels he had purchased in Boston.

A fireman attempted to jump from Smith's ell to Milmore's shed. He lit on a fence between and was saved a dangerous fall.

R. A. Lindsay found the heat on the bridge during the worst of the fire very intense. Some sympathetic firemen cooled him off with the hose, and, yet he complained of his treatment to a worthy citizen next day.

After the firemen had got through with their work they were entertained at breakfast in the Exchange hotel by Messrs D. A. Grant and Geo. F. Smith.

Three of the hosemen had a narrow escape. They were working in the alleyway, and just had time to escape from the falling outer wall of the factory.

Mr. Grant feels quite positive that the fire did not originate from the engine. It is said that a number of men were loafing round about, and smoking.

The safe stood the ordeal all right, and responded to the combination on Monday morning. All the papers, etc. were found in good condition. It was well that the foundation on which it stood did not give way, or it would have been hard tack for fishes.

## BREWER GETS THE JOB.

THE TOWN WILL NOT PAY BILL PRESENTED BY WILMOT PARISH.

The Crib-Well Wants Attending to.—Firemen Desire More Material to Work With.—Sidewalks and Crossings Again Discussed.

At the regular meeting of the town council on Monday evening there were present his worship the Mayor, Couns. Murphy, Taylor, Churchill, Flemming, Jones.

The treasurer submitted his report which showed that the debit balance against the town on the last day of July was \$967.00, as against \$1552.00, the debit balance the last day of July, 1883.

The committee to whom was allotted the task of asking for tenders for the building of the engine house at the lower corner, reported through Coun. Leighton that they had received five tenders, all above the amount \$200.00, voted for the purpose. The tenderers were James B. Brewer, \$240.00; D. M. Kinnear, \$240.00; E. H. Craig, \$245.00; Geo. Weeks, \$250.00; J. C. Henderson, \$285.

There was some discussion as to the putting of a bell tower and bell on the building.

Coun. Leighton thought it would be advisable, for Sunday morning an alarm was rung four times with no effect, and someone had to go down to the corner. It seemed that the man in whose house the alarm was, was away. He moved that the tender of Jas. B. Brewer be accepted.

His Worship—Outside the sum appropriated by the council, I do not feel justified in signing any cheque.

Coun. Leighton—Any amount above that appropriated can be charged to the finance committee.

Coun. Jones seconded the motion.

On a vote being taken, Couns. Jones, Leighton, Flemming and Churchill voted for the motion and it carried.

A brief but sharp duel ensued between Coun. Jones and Murphy over a bill presented by the parish of Wilmot to the town of Woodstock for the keeping, care and medical attendance of Charles Colter, a resident of the town. The bill amounted in the whole to \$64.50. Of this amount \$20 was for board and care for six weeks, and \$28 medical attendance.

Coun. Jones moved, seconded by Coun. Taylor, that the bill be paid. It had been standing for a long time, and should be disposed of.

Coun. Murphy opposed the paying of the bill. To do so would be a gross outrage. It would be a gross injustice to the ratepayers to pay it, and it was a bill which the party presenting could not collect. It was not such a bill as this council should pay at all. "I will give my head for a football" added the councillor, "if they can collect that account."

On a vote being taken, only Couns. Jones and Taylor supported the motion and it was consequently declared lost.

Coun. Leighton drew the attention of the council to the fact that the firemen needed three branch pipes, two nozzles, two roof ladders, two wall ladders, 100 feet of rope and other articles, and upon his motion seconded by Coun. Murphy, it was decided to supply the necessary plant.

The firemen who are to engage for the tournament in St. John, as well as Robert Kennedy, were granted leave of absence.

On motion of Coun. Murphy, Geo. Anderson was appointed pound keeper and field driver for the town of Woodstock.

The delicate question of sidewalks and streets was next touched gingerly by Coun. Leighton, who moved that an asphalt sidewalk be laid on Connell street from the corner of Main to the late Dr. Connell's residence, also a crossing from the Reformed Baptist church, across Main street, and a crossing from Jas. Hayden's across Main and Grover street. Coun. Taylor seconded the motion which carried.

Coun. Churchill moved, seconded by Coun. Jones, that crossings be laid on King street as follows: Opposite the woolen mills, opposite Patrick Gillen's, from the People's Bank across to Gillen's, and from the foot of Main street across King. Coun. Murphy was opposed to so many crossings on King street.

Coun. Flemming moved in amendment that three crossings be put on King street, one at the foot of Main, one from the People's bank to Gillen's, another opposite the woolen mill and one on Queen street across to Carleton street. This motion carried.

A motion by Coun. Taylor that Chapel street be extended was referred to the street committee.

As it appeared no resolution was passed authorizing the asphalt of Queen street, Coun. Murphy moved a resolution to that effect, which Coun. Jones opposed on the ground that crossings were more needed than sidewalks. He and Coun. Churchill voted against the resolution.

Coun. Flemming drew the attention of the council that the top of the crib well was lost. The high waters of the spring had torn off the breakwater. The crib well was filled with stones to the top. The matter was referred to the water committee to report on the cost of repairing.

Foster Brown's application for water in the shed at the park was refused.