

## CORRESPONDENCE.

## Debec.

JULY 14.—Dr. H. Henderson, wife and family of Philadelphia, are now occupying their new summer residence here.

Mrs. Turner, wife of Rev. E. C. Turner, of Pownell, P. E. I., is at present visiting her father's home Alex. Kirkpatrick and friends here.

Fred L. Dyke, one of our former teachers, spent a few days here last week at C. W. Dickinson's.

Miss Bishop of Boston, Mass., is now visiting at the parsonage, it being her third vacation spent with Rev. T. and Mrs. Pierce.

Mr. White, another of our popular teachers, is visiting at the home of Wm. Anderson.

Mr. Clifford Kirkpatrick, station agent of Florenceville, paid Debec a flying visit Friday.

Alfred Henderson met with a severe accident while hewing timber, cutting his ankle, Dr. Best was in immediate attendance.

The "glorious twelfth" was celebrated by a number of Debecites beneath the stars and stripes.

Miss Eva Flemming of Connecticut, U. S. A., arrived home Tuesday morning for vacation.

Mr. Jas. O'Donnell, a Debec boy, now conductor on a New York road, is spending a few days at home.

Miss Effie Kirkpatrick, Elsie Henderson and Mary T. Crabbe, teachers of this place are home on vacation.

On Monday evening there was a large number present at the Methodist parsonage to say "adieu" to Rev. T. and Mrs. Pierce. Several speeches were given all bearing on the pleasant associations during the three years residence of the gentleman. Mr. Pierce left Wednesday morning for his future home, Apohaqui, Kings Co., N. B.

Mrs. Pierce and family accompanied by Miss Bishop take the 9 o'clock train Friday.

Mr. Thos. Griffin, a late B. A. of University of St. Francis Xavier College, has just returned home. He intends to complete his studies by a course at some medical college in the States.

## East Florenceville.

JULY 13.—The following resolution was passed at the last meeting of Wiggins, L. O. L., No. 74.

WHEREAS, It has pleased God in His infinite wisdom to remove to a better home our beloved brother Allen Tompkins,

THEREFORE RESOLVED, That we bow in humble submission to the will of the Most High in this dispensation of His providence, and pray for grace to say—thy will be done,

FURTHER RESOLVED, That we the officers and members of Wiggins, L. O. L., No. 74, extend our heart felt sympathy to the stricken family in their sad bereavement, and recommend them for consolation to the Supreme Ruler who decrees all for the best. God grant that we may all be as well prepared as our dear brother to meet our Great Worshipful Master;

AND FURTHER RESOLVED, That a copy of these resolutions be placed upon our minutes, a copy sent to his parents, also a copy sent to the Carleton Sentinel and THE DISPATCH for publication.

A. D. HARTLEY, Com.

## Florenceville.

JULY 16.—Miss Lulu Johnston who has been teaching music in Sackville, is home spending her vacation.

The many friends of Mrs. Charles Wiggins will be glad to know that she has recovered, and is at present visiting down river.

The Ladies' Aid Society held a strawberry festival in the hall last Saturday evening, in aid of missions, and a nice sum was realized.

Mr. E. Bliss Morton, has resigned his position as station agent to commence the study of dentistry.

The proposed road from Florenceville to Gillmore's mills has been sold, and the part between river road and Gordonsville will be turpined in a few days. This road will enable the farmers of Gordonsville, Windsor and Knowlesville to bring their produce to this market.

## Bath.

JULY 16.—A few words may not come amiss regarding doings in and about our thriving village, Bath. Weather, all that a sensible person could desire; crops looking well, and farmers feeling confident of large returns for their labor. While we may not be so progressive, nor have many moneyed men, as some other towns have, still we eclipse them by saying we have some very cheery men.

For instance, one of our enterprising blacksmiths, not satisfied with making an honest living at his trade, has set up a saloon in our midst, and now occupies his time in dealing out cooling drinks to the thirsty ones and he finds a great many this warm weather. The drink is called soft drink or lager beer. Not only do we find him there week days but also the Sabbath day sees him at his post. All day men and boys are found wending their footsteps towards this saloon. It is strange that the law abiding and peaceable citizens have allowed this thing to continue so long in their midst, and is it time some steps should be taken to compel closing up such a den. If the law cannot reach them on the week days, is it not a violation of the law to sell drinks on the Sabbath? If such is the case, why is not the law enforced? The future prosperity of this place demands the closing up of such places.

## Avondale.

JULY 16.—The late Avondale picnic was a grand success. The day was all that could be wished, and everybody took advantage of it. The crowd numbered in the neighborhood of one thousand, and all appeared to enjoy themselves. The parade was a great attraction and several was heard to say that they wished the Avondale picnic would be held over again.

R. W. Demmons, of Queens Co., is visiting friends here.

The haying season is at hand and several have already commenced. Hay proves to be a good crop.

Mrs. M. J. Thorne, of St. John, is paying a visit to her many friends of this place.

Hopes are now entertained of our railroad being completed, Mr. Lawlor is taking a general survey of the country through which it passes.

## Grand Falls.

Mrs. P. G. Fraser left Friday for Andover, where she intends spending a few weeks.

Mr. J. T. Pullman, of Boston, who has been in town for the last fortnight looking after the berry trade, left for his home Monday.

Mr. Adrien Hallert has gone to Fredericton, where he intends spending the summer.

St. Swithun's day of sunshine may bring gladness to the hay makers' hearts, if the old omen may be depended on.

Mr. Adolphus Pickett of Andover, made a trip from his home to Grand Falls, on his wheel last week.

The river drivers are happy, the frequent rains having kept the water so high as to enable them to get their lumber all through to market.

Every day brings strangers to our town, many coming from quite a distance which proves that the falls have still attraction for lovers of nature.

## Hartland.

JULY 17.—The Foresters picnic on Boyer's island, yesterday, was a most unqualified success, in numbers in attendance, in entertainments, and in everything. Trains and teams brought pleasure seekers from all parts of the country, and in the early afternoon there could not have been many less than 2000 people on the grounds.

The Foresters spared no pains to make it pleasant for everybody and they certainly succeeded.

The Centreville brass band was on hand and played during the day. A picnicer from Woodstock who was present remarked the somewhat unusual absence of politicians. Consequently the babies did not come in for an immoderate amount of kissing. In spite of the absence of the "politician" everyone was happy and the Court Woodstock Foresters have amply sustained their reputation as successful entertainers. Sheriff Ball, who was present, says it was a grand affair, and that he never saw so many people congregated together.

## ST. JOHN MAY HOPE.

## Fast Steamship Question Debated in the Commons.

Mr. Foster moved the house into committee of the whole to consider the following resolution: "That it is expedient to provide that the government-in-council may enter into a contract for a term not exceeding ten years with any individual or company for the performance of a fast weekly steamship service between Canada and the United Kingdom, making conditions as to the carriage of the mails and otherwise as the government-in-council deems expedient, for a subsidy not exceeding the sum of seven hundred and fifty thousand dollars a year." The sum asked was \$250,000 more than the amount originally authorized. The policy of establishing a fast line of steamers had been affirmed by the house. It had been found impracticable to establish such a line for a subsidy of \$500,000 annually, and the government had set as an outside and ultimate limit a subsidy of \$750,000, in order to secure the service. This step would be the third and last link in a service that could not be rivalled in the world. They had now a magnificent Pacific service and an unrivalled transatlantic route, and now the Atlantic service would complete the chain. The conditions of the contract with Mr. Huddart were that the Canadian government were to pay him \$750,000 for the second ten years. This was the extent of the obligation. The steamship service was to be in every respect first-class, and with first-class speed, capacity, and able to make 20 knots an hour in deep sea, the trial to be over a long course, Halifax was mentioned in the agreement as the Canadian terminal port, but this was not absolutely settled. St. John, N. B., had made application to be the terminal port and possessed great natural advantages. The terminal port in Great Britain had not been settled upon. Arrangement were also in progress for a cross line to France, or to have vessels touch a French port.

Sir Richard Cartwright said the hon. gentleman should have reserved his sentiment until he had brought down the facts to the House. He would like to know something about the number of vessels probably required and the cost of each.

Mr. Foster said at least four vessels would be required, at a cost of from \$400,000 to \$500,000 each. The cost of the round trip would probably be \$60,000 or \$70,000.

Sir Richard Cartwright said the annual cost of the service would be \$700,000 sterling.

Mr. Foster said the vessels would be of 10,000 tons burden, and have coal capacity of 3,000 tons, and the same capacity for freight. They would carry 500 first and second class passengers and 1,000 steerage.

Sir Richard Cartwright asked what the present Atlantic steamship companies would have instituted a 16 or 17-knot service between Great Britain and Canada for?

Mr. Foster said that the Allan line had offered to supply a 16-knot service in 1889 for \$104,000; P. & O. Company, of Great Britain, in 1890 had tendered for a 16-knot service for 900,000 and the Transatlantic Company had, in 1890, asked \$750,000 for a 17-knot service.

Sir Richard Cartwright thought the hon. gentleman ought to have had tenders for a more recent date. He thought the figures must be wrong. He was informed that for every knot above 16 per hour the cost was enormous, and that a 20-knot service would cost twice as much as a 16-knot service. He would like to know if the Government had power of forfeiture in case the contract was not fulfilled?

Mr. Foster said the contract was not prepared yet, but that this point would be carefully guarded. The government did not propose to pay for the service unless they got the advantages.

Mr. Laurier thought the hon. gentleman was wrong, and that the contract has been entered into between Mr. Huddart and the Canadian government. He quoted from the conditions of the contract.

Sir Richard Cartwright could not conceive of a more foolish or suicidal arrangement for the government to enter into. As he understood it, they were going to pay out of the subsidy earned the interest on the capital, which would prevent them withdrawing from the contract if the contractors failed to carry out the agreement. He asked what cargoes would be carried on the new line of steamers, and what the probable rates would be. The promoters of the scheme must have figured on the rates.

Mr. Foster said he could not furnish the information. The cargoes would doubtless be similar to those of steamers leaving New York. As to freight rates, the government never attempted to regulate them.

Sir Richard Cartwright said it was evident to hon. gentlemen that the government did not know much about the project or else would not furnish the house desired information.

Mr. Laurier said the house possessed very meagre information. What was to be the means of connection with the French port?

Mr. Foster said he was not prepared to give definite or exact information. (Cries of "Oh, Oh.") The only condition laid down was that there should be a connection with a French port, which could be accomplished in two ways, either by the vessels calling at a French port en route back and forth, or by a cross line between England and France. One of these plans had to be adopted, but which had not yet been decided.

Mr. Laurier was surprised if the hon. gentlemen opposite were satisfied with the answer. There was a wide difference between the two methods of carrying out the agreement, and the House should have definite information.

Mr. Davin hoped that the Government would fix a maximum freight rate, beyond which the company could not levy.

Mr. McMullen failed to see how a fast line would benefit farmers. One-half the questions put about the service had not been answered, and some information and consideration was due the house.

Mr. Weldon said that as an ardent imperial federationist, he favored the scheme, which would certainly promote commerce between Great Britain and Canada.

Mr. Hazen said that under the provisional contract Halifax or St. John, or both, might be the Canadian terminus.

Mr. Laurier—How is that to be worked—by alternate trips?

Sir John Thompson—That is yet to be determined.

Sir Richard Cartwright—They don't know.

Mr. Charlton said that it might fairly be assumed if larger tenders had been put in for a 16 knot service a few years ago than was now named for a 20-knot service, that the grant now made was only a fraction of the amount that would be asked.

Mr. McMillan said there was no foundation for the assertion by the finance minister that the farmers of the country were in favor of the scheme.

Mr. Chesley said that when an amount such as was involved in this contract for a period of 20 years, was to be voted the house should first be in possession of all the details of the contract. Ocean freight carriage was cheaper than land freight. He thought St. John, N. B., should be the Canadian terminal port, being 300 miles nearer Montreal than Halifax was. The resolution passed on division.

## Terrible Explosion.

CHICAGO, July 17.—A caisson of battery F, second artillery, U. S. A., exploded with terrific force shortly after one o'clock this afternoon at Grande and Oakland boulevards. Two artillerymen and one horse were instantly killed. Nearly a score of other persons, residents of the vicinity and passers by, were injured, some of them fatally.

## Erastus Gives Bail.

Judge Barrett has granted an order admitting Erastus Wyman to \$30,000 bail. This gives Mr. Wyman another chance for his liberty. At all events he will have a vacancy from Sing Sing.

## RAILWAY TIME TABLE.

## DEPARTURES.

6.10 A. M.—MIXED—Week days: For Presque Isle and points North.

7.22 A. M.—EXPRESS—Week days: For Houlton, McAdam Junction, St. Stephen, St. Andrews, Fredericton, St. John, Vancorbo, Bangor, Boston, &c.

11.50 A. M.—MIXED—Week days: For Fredericton, &c., via Gibson Branch.

2.00 P. M.—MIXED—Week days: For Vancorbo, St. Stephen and St. Andrews.

12.25 P. M.—EXPRESS—Week days: For Presque Isle, Edmundston, and points North.

7.30 P. M.—MIXED—Week days: For Houlton, McAdam Junction, St. Stephen, St. John, Bangor, Boston, &c., and Saturdays excepted, for Sherbrooke, Montreal, &c.

## ARRIVALS.

6.10 A. M.—MIXED—Except Monday, from St. John, St. Stephen, Vancorbo, Bangor, etc.

7.20 A. M.—EXPRESS—Week days: From Presque Isle, etc.

11.00 A. M.—MIXED—Week days: From Fredericton, etc., via Gibson Branch.

12.25 P. M.—EXPRESS—Week days: From St. John, St. Stephen, St. Andrews, Vancorbo, Bangor, Montreal, etc.

7.20 P. M.—MIXED—Week days: From Edmundston, Presque Isle, etc.

## As Others See Us.

A member of the St. John Globe staff, pretty well to the top, writes:—

"Woodstock is very beautiful now. Its main business street has always a brisk and lively look. The stores are well supplied with goods. Long ago the ordinary 'country store' disappeared and the business is as well divided as in St. John. There are several workshops and factories, three newspapers, a capacious, if not handsome, town hall, a number of fraternal societies with well-equipped places of meeting; each of the principle religious denominations has its own church edifice. In the principle streets are keen and sharp men, with an eager business look about them, suggestive of an eastern American town. Then, too, there are fine carriages and finer horses and no small number of the latter. But the charm of the place to the ordinary visitor is in the pretty gardens and terraced lawns which surround or front many of the cottages and commodious mansions, the profusion of flowers and rich looking plants, the flowering shrubs, the fine native trees, with here and there an exotic, which beautify and dignify the private grounds of many of the citizens. There is an air of comfortable ease and often of easy elegance which is very pleasing and which close acquaintance proves is not an air merely. One great charm of Woodstock is its situation. It long since outgrew its original limit on the right shore of the Meduxnekeag, and now occupies both banks of that stream, while it stretches along the left bank of the St. John. On the side of the town is the larger river with its long slopes and bolder shores. In front of it is the smaller stream, almost a thread of silver twisting and winding in the green fields and greener woods past which it ever gently flows. There is a marked contrast between the scenery of the two rivers, the one is so gentle and so sylvan, the other is strong and bold and capacious. But the scene in either valley is pleasing enough, there are so many broad acres of cultivated land, such trim and commodious farm houses, such fine orchards, such ample intervening woods, showing the opportunity that exists to cultivate many more acres, and there is such a charm in the broken country, the hills and dales and the long ridges that crown them all, with the consciousness everywhere of the splendid river that flows past, so that eye or mind can never weary with the sight. How it may be in winter I do not know; but now all thoughts, all delights that nature can give away from the sea are within the scope of easy vision."

## Prendegast Hanged.

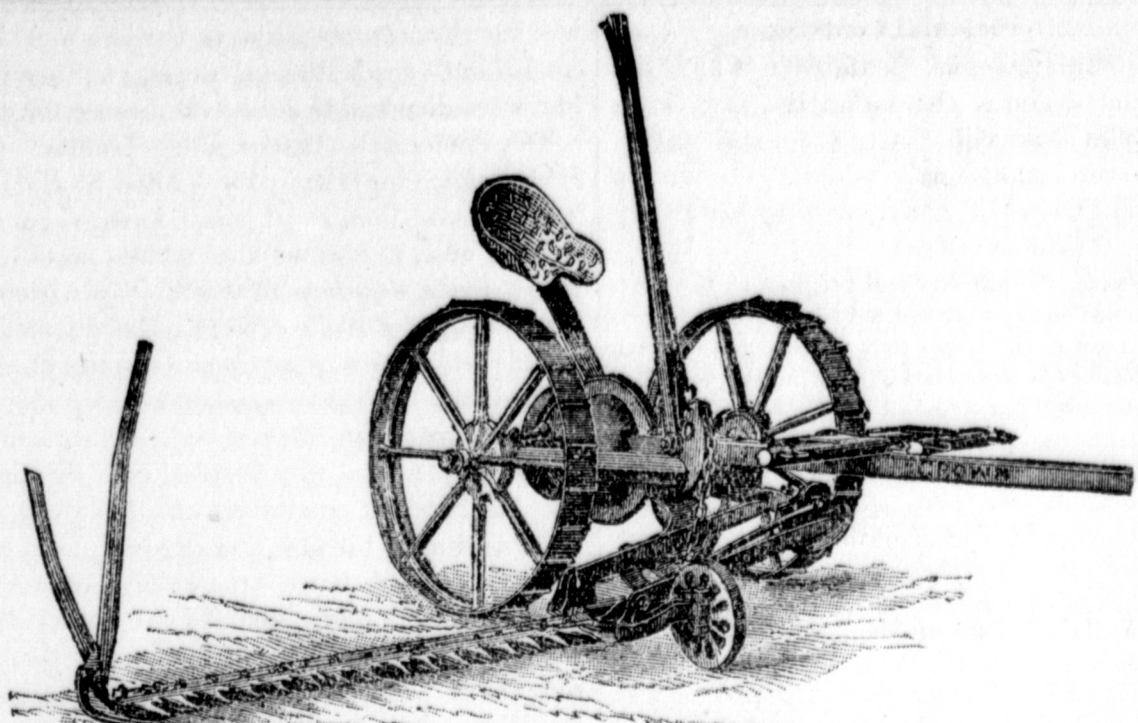
Prendegast, who murdered Mayor Harrison of Chicago last autumn, was hanged on Friday last. At 11.42 a.m. a hush fell upon the throng in the corridor and far down the sombre halls could be heard the muffled tramp of the funeral cortege. A few moments later Sheriff Gilbert and jailer Morris appeared at the right of the scaffold. The prisoner, pale and unsteady, walked behind them. He stood without apparent nervousness though a trifle weak and unsteady. As his arms were being pinioned he seemed determined to die game and looked calmly out on the assembled crowd below him. The white shroud was next placed about him and barring a little restless motion of the eyes up and down and from side to side, he made no motion. Jailer Morris now placed the rope about his neck, the white cap over his head and Prendegast game to the last had taken his last look on earth. An instant later at 11.48 and he shot downward. Slowly swaying back and forth, he hung for a few moments while the physicians held his wrist. A slight spasmodic movement of the legs was all the sign of life apparent within the loosely hanging white robe.

And at 11.57, nine minutes after the trigger was sprung he was pronounced dead, and the murder of Carter Harrison was avenged. The assassin made no audible sound from the time he left his cell apparently lost in contemplation of his awful fate. He took final leave of his counsel, gave a final handshake to his guards and with a low and choking voice bade them a last adieu. He was gently dissuaded by Sheriff Gilbert from his determination to make a speech.

At 11.58 jailer Morris unloosed the anchored end of the rope. The shrouded corpse was slowly lowered and laid in the coffin underneath the platform. The face of the dead was not badly distorted.

## The Work of Fiends.

The Main railroad commissioners have pretty well completed their investigation into the cause of the Mooshead lake railway disaster. They commenced their investigation Wednesday morning and completed it on Thursday noon. Fifteen or twenty witnesses were examined and there remains only one to be placed on the stand, Fireman Macdonald, whom the doctors pronounce not sufficiently well to give his testimony yet. He said that the evidence has convinced the commissioners thoroughly that the disaster was due to an obstruction. Even without the fireman's testimony, they were decided in that opinion, but they now wanted his evidence with respect to the position of the obstruction, as to what he saw or heard that caused him to jump.



## Crown Mower.

Call and see our improvements for 1894. This is our Ninth Year in manufacturing this machine, and its reputation is growing yearly. It stands the test of time. Those in want of a first-class machine call early.

We also have on hand a fine assortment of PUMPS of different descriptions including the celebrated Thurber Cucumber-wood Pump.

SMALL & FISHER,

WOODSTOCK, N. B.

## Repeat Orders.

JUST OPENED:

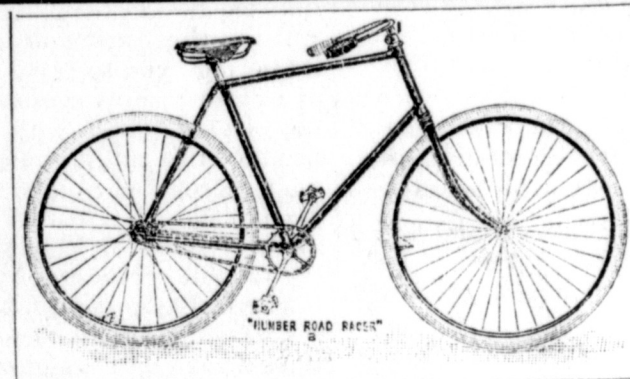
## BLACK RUSSEL CORD COATS.

Three Button Cut Away COATS and VESTS.

—Another lot of those most remarkable—

## \$4.50 Blue Serge Suits

JOHN McLAUCHLAN.



"The ruddy-cheeked, full-limbed girl of today, who climbs mountains, rides the bicycle, swims, rows, and is not afraid of the health-giving kisses of the god of day, is a living illustration of the value of exercise."

As every woman who has ridden a wheel realizes, and every man, too, there is nothing like it for taking one's self out of one's self, from care, anxiety, and all the mental ailments which sap and destroy the bodily powers.

We can sell you a good wheel at a low price.

June 20, '94. BALMAIN BROS., Woodstock, N. B.

## CLEARANCE SALE

—OF—

## Dry Goods

Still Continues.

## AUCTION TUESDAY AND SATURDAY EVENINGS

And Private Sale Each Day Regardless of Cost.

20 and 22 King Street.

Woodstock.

## Repeat Order.

We have been obliged to repeat our order for

## Summer -:- Shirts.

—More of Those—

Fine Cashmere, Black Sateen, Fast Dye, Fancy Cambric Dress, Fine Underwear and Hosiery, Yeddo Straw Hats, also, Fedora and Stiff Flange Brims, Latest American Shapes.

R. B. JONES,  
MANCHESTER HOUSE.