

THE WOODSTOCK DISPATCH.

ISSUED WEDNESDAY

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T. C. L. KETCHUM & CHARLES APPLEBY,
Editors and Proprietors.

WOODSTOCK, N. B., OCTOBER 3, 1894.

MR. BLAIR AND MR. BOWELL.

About the same time that Mr. Blair, premier of this province, was addressing a meeting in connection with the exhibition here, Mr. McKenzie Bowell, minister of trade and commerce in the dominion government, was engaged in a similar function at Woodstock, Ontario.

In the course of his address at the latter place, Mr. Bowell remarked that the people were hardly fair in their criticism of the actions of public men, not giving them credit as a general thing, for patriotic motives.

Mr. Blair, in his speech on Wednesday last, spoke hopefully of the future of this country, and contended that the Maritime Provinces was as good a place to live in as any part of the American continent. He also expressed the opinion that the days of the exodus were about completed, and that the great republic to the south had come to to the end of its "boom" period.

It would never do, in the world, for the opponents of Mr. Blair in his political career, to give him credit for speaking the truth from any but an improper motive, so, forsooth, some of the wisacres, among his political enemies, accuse him of "making a bid" for the Conservative vote.

Probably the shoe is on the other foot in Oxford, of which Woodstock, Ont., is the capital, and no doubt there are Liberals who are after Mr. Bowell's scalp because some party genius has discovered that he said something that might be construed into a bid for the Reform vote which is such a strong element in that constituency.

For our part, we think Mr. Blair's address was an exceedingly happy effort. The occasion was not one to call for an election stump speech oration, and the political hacks who fancied the premier was going to talk "bridge," were so out in their reckoning, that the only way in which they could vent their spleen was to accuse him of "making a bid."

Let us be anything but just to political opponents! The "party" might suffer if we forget ourselves and applaud when we are ordered to hiss.

WHAT TIME IS IT?

One of the questions to be discussed at the board of trade meeting in St. John is that of the adoption of standard time, and the doing away with the absurdity of keeping two clocks, one to contradict the other.

THE DISPATCH has never heard any good reason for the continuance of this pernicious dual system of times, nor does it think anyone can be found to present a good reason. As a matter of fact, if we all went quietly to sleep some fine evening, and during our slumber, all the watches and clocks stopped half an hour, and started ticking again, when we awoke in the morning we would be none the wiser, and would find ourselves unconsciously using standard time. We would find the day just as long, and do just as much work, and the convenience in having the one time would be very great. To travellers who come from places where there is but the one time, the dual system is an astonishment as well as an inconvenience. The Woodstock delegates should not have any qualms of conscience about going in for one time.

For Lovers of Music.

A rare treat is in store for the music loving people of Woodstock, in the series of concerts to be given this week by the renowned Josef Heine the blind violinist and his talented grand concert company. It is an opportunity which none should allow themselves to miss. Josef Heine, himself a pupil of Ole Bull, and now known as the Ole Bull of America, is unrivalled as a violinist. The London Times says of him:—"Josef Heine, the great violinist, does what no other musician has perfectly accomplished since the day of the great Paganini. He performs the March and Prayer from the opera of Moses in Egypt with all the original variations, on a violin valued at \$3,000, with only one string on it, and he is considered the marvel of the age." He is assisted by Mrs. Heine, a most accomplished pianist, also Miss Evelyn Heine, his daughter, who has a remarkable soprano voice, with tone pure and clear, and under perfect control. Mr. Rider also assists in recitations which are always greatly enjoyed. The advertisement in another column gives all needful information as to the time, place, etc., of the concerts to be held.

Divorce Suits.

It is stated that two divorce suits from this city will shortly be instituted. In one case the wife—a lady prominent in society—is said to be the complainant, while in the other the husband is given as the party who will seek the decree of separation.—*Ft. Cor. St. John Globe.*

An Enterprising County.

The Outlook says: "Attention has before this been called to the enlightened laws in New Jersey, where a community sufficiently civilized to require good common roads can secure them either by state aid or by issuing county bonds. The most recent instance of road-making activity is in Morris County of that State. It has been decided by the freeholders that \$350,000 in county bonds be sold, and the money spent for road improvement; according to the law that townships must raise half as much as the county, the total amount to be spent will be \$525,000. This sum will enable the engineers to relocate, grade, and macadamize at least one hundred miles of country roads, and will secure to the people highways with a maximum grade of four feet rise in one hundred feet of length, whereas ten feet and even twelve feet rise in a like distance is no uncommon thing at present. The opposition to the project was long and bitter, and even now has not been abandoned by some citizens who do not realize the practical value and importance of good roads. But the opposition will not avail, as the rank and file of the people have been educated on the subject, and know how grievous is the tax that bad roads impose upon industry and thrift. Road-improvers all over the country should feel encouragement that this action has been taken in Morris County, which three years ago seemed the most unpromising field in the world; for the people at large were really content with the wretched highways laid out for them in haphazard fashion by their great-grandfathers."

Morris County has a population of 54,000.

P. E. Island Oysters.

The fishermen complain that oysters are very scarce this fall, compared with previous years. On beds where it was once no trouble for one man to rake up four or five barrels a day, it is now often difficult to secure one, and this complaint seems to be general. This would go to show that the beds are becoming depleted, and that a few years hence, unless the regulations now in force are strictly carried out, or even more restrictive regulations adopted for some time to come, this important fishing industry will "pan out." The contention of some oyster men, that the more the beds are raked and stirred up the more the oysters increase, does not seem to be borne out by the facts of the case. However, a few years of strict enforcement of the regulations which provide that all small oysters must be returned to the water, and that mussel mud must not be dug within a certain distance of a live oyster bed, will doubtless have a good effect. In fact the regulation regarding small oysters may largely account for the great decrease in the catch this season, as it takes the fishermen considerable time to assort the oysters, where formerly they used to ship all they secured, both big and little.—*Ec.*

Indignant With the C. P. R.

There is general indignation among persons living along the line of the C. P. R. between this city and Welsford over the new time table. Business men on and after Monday cannot reach the city before six minutes after ten o'clock, and as a result many are moving into the city. A delegation waited on Mr. Timmerman yesterday and protested against this arrangement, pointing out that it was understood summer residents would have early access to the city at least eight months out of the year. The general superintendent said he could do nothing. One member of the delegation told a Sun reporter they represented nearly two hundred people residing between this city and Welsford. He further stated that he knew of three persons who had options on lots for building in the vicinity of Westfield, but in view of the inconvenient train arrangements about to be put in force had decided not to build. "Look at the service the I. C. R. gives the residents along the line," said the gentleman in question. "And what is the result?" said he, "the Sussex express is the best paying train out of St. John."—*St. John Sun.*

What's a Car-Load.

Nominally a carload is 20,000 lbs. It is also 70 barrels of salt, 99 of flour, 60 of whisky, 200 sacks of flour, 10 cords of wood, 18 to 20 head of cattle, 59 to 60 hogs, 90 to 100 head of sheep, 6000 feet of boards 17,000 feet of siding, 13,000 feet of flooring, 42,000 shingles, one-half less of hard lumber, one-tenth less of joines, scantling and other large timbers, 340 bushels of corn, 400 bushels of wheat, 680 of oats, 256 of flax seed, 260 of apples, 340 of Irish potatoes, 300 of sweet potatoes and 400 of bran.—*Portland Board of Trade Journal.*

For the Maritime Trade.

Boston, Oct. 1.—Work will begin early this month by the International Steamship Company, on its contract to construct for the New England Company of Bath, Maine, a passenger and freight propeller of about 2000 tons to ply between New York, Portland and St. John. The Bath Iron Works will build the boilers and engines.

School House Burned.

SACKVILLE, Oct. 1.—The new graded school house at Upper Sackville was totally destroyed by fire last night. Insured in the Commercial Union for \$1,000. The origin of the fire is unknown, but it is supposed to be the work of an incendiary.

The Pope's Encyclical.

WASHINGTON, Sept. 27.—Mgr. Satolli, the Apostolic Delegate to the United States, has received from Rome the Pope's annual encyclical letter addressed to the faithful throughout the world on the Rosary of the Blessed Virgin. It is dated at Rome on September 8, 1894, and is written in Latin. The encyclical begins: "We always see the return of the month of October with high hope, since that month is dedicated to the most Blessed Virgin by our exhortation and order. We have often stated the reason which has led us to make this exhortation. When the unfortunate times of the Church called for the immediate help of God we thought that that help was to be asked for through the Mother of God as our mediator, and was to be sought for particularly through that rite whose virtue Christian people have ever found efficacious. Christian people have felt this from the origin of the Rosary of Mary itself, both in protecting the holy faith from the heretical attacks of men and in the upholding of those virtues which in a corrupt age were to be upheld and sustained. In our own time we rejoice to say that many salutary fruits have been derived therefrom, but looking about us, venerable brethren, you yourselves see the reason why this year your ardor in praying to the Queen of Heaven is stimulated by our exhortations."

The Pope then alludes to the excellence of the Lord's Prayer and gives several quotations from the sayings of St. Bernard, relating the threefold origin of grace, efficacy of the intervention of the Blessed Virgin in behalf of those who seek her aid. Considerable attention is devoted to the praising of the Rosary and to the good results obtained by those who adopt this method of prayer. The Pope next call upon good Catholics to do all in their power to defeat the machinations of those whose works are displeasing to God and calculated to bring the divine displeasure upon Italy. He expresses his grief that even among Catholic nations there are many who rejoice when religion is brought into discredit and who do all in their power to bring holy things into contempt. He refers to a theatrical production in which the Saviour of men was impiously represented, and strongly condemns such representations. He urges the faithful everywhere to discontinue such proceedings, and especially the faithful in Italy to adhere to the religion of their forefathers. In conclusion he bestows his Apostolic benediction.

Not a Surprising Result.

With a knowledge of the vessels engaged in the recent naval battle at Yalu, it is not at all surprising that the action resulted, as it did, in a Japanese victory, for, although the two opposing squadrons were equal in numbers of vessels, those of the Japanese were in nearly every case larger than the Chinese ships, and moreover, carried a larger number of guns and more powerful batteries. The Chinese fleet, it is reported, was composed as follows:

Name.	Displacement.	Guns (main battery).
Armor-clad Chen-Yuen.....	7,430	6
Armor-clad King-Yuen.....	2,850	4
Armor-clad Ping-Yuen.....	2,850	3
Cruiser Chin-Yuen.....	2,300	5
Cruiser Ching-Yuen.....	2,300	5
Gunboat Chao-Yong.....	1,350	6
Gunboat Yang-Wei.....	1,350	6
Gunboat Kuang-Kai.....	1,030	3
Gunboat Kuang-King.....	1,030	3
Gunboat Kuang-Ting.....	1,030	3
One other vessel, probably armor-clad Ting-Yuen.....	7,430	6
Totals.....	30,950	59

The Japanese vessels were:

Name.	Displacement.	Guns (main battery).
Armor-clad Fusoo.....	3,718	6
Armor-clad Chiyoda.....	2,450	10
Armor-clad Hiyei.....	2,200	9
Cruiser Naniwa.....	3,650	8
Cruiser Takachiho.....	3,650	8
Cruiser Yoshino.....	4,150	12
Cruiser Akitsushima.....	3,150	13
Gunboat Akagi.....	615	2
Coast defender Metsushima.....	4,277	12
Coast defender.....	4,277	12
Coast defender Itsukushima.....	4,277	12
Totals.....	36,414	104

The only superiority of the Chinese was in the type of their armor-clads. The Japanese had the advantage in average and size, and also, to a marked degree, in armament. Moreover, the three Japanese coast-defence vessels, Metsushima, Hasidate and Itsukushima, might really be regarded as armor-clads, for not only are their hulls strongly protected by steel decks and cellulose belts, but their big 12½ inch bow guns are mounted in steel barbettes 12 inches thick. Plainly, the Japanese had the more powerful fleet, and it is creditable to the Chinese that they held out so long against it. The presence of numbers of European and American officers on the Chinese ships probably accounts for the fact that the Japanese suffered relatively greater loss at Yalu than at Ping-Yang.—*Boston Herald.*

Deserved It.

"Died," wrote the editor of the Spiketown Blizzard, as a sudden inspiration came over him, "in our sanctum, between the hours of 7 a. m. and 3 p. m. last Tuesday, of sticky fly paper, 1,227 flies. Their death has caused a glume over the whole community."

The next day thirteen of the most reputable citizens of Spiketown went to the Blizzard office and ordered their papers stopped.—*Chicago Tribune.*

RECEIVED

This Week:

Preston's Pellets,
Silver Soap,
Packer Tar Soap,
Cayenne Lozenges,
Colgate's Sachet Powd'r
French Perfumery,
Seeley's do.
Baby's Own Soap,
Infant's Delight Soap,
Rose Soap,
Heliotrope Soap,
English Candy.

—ALSO—

2 Casks, 2 Cases

Finest English Drugs and Chemicals

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Choice HAVANA CIGARS.

H. PAXTON BAIRD.

To Farmers' Wives:

Your husband uses a mowing machine—horse rake and hay fork—and you are glad from time to time that the old fashioned Haying, with its TOIL and sweat and worry is in the past. So HE will be glad for you, that the old tiresome, exhausting spinning wheel can be put away—while the Woollen Mill will—card, oil, spin, and double and twist your wool into yarn for 18 cents a pound.—You pay us 18c.—and we do the rest.—You can have it coarse or fine, hard, or slack twist, two or three ply—white or sheeps grey, all for the same price.—Life is too short—doctors' bills too long—to work hard all day and board yourself for 15 cents.—So please your husband, and save your health, by getting your yarn made at the FACTORY.

Should you want single yarn it will cost you 15c.—and if you must have rolls—we make them for 6c.—We also take wool at cash price, and pay in cloth—Flannel Blankets—yarn horse blankets also at cash price. Call and see us, and we will gladly furnish you with further instruction.

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Neatsfoot Oil,
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Harness Oil,
Machine Oil,
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Fresh Fish Every Week.
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Charles C. Lee.

Railway Travelling.

According to Col. H. G. Prout, editor of the Railway Gazette, railway travelling is the quickest in the United States and the safest in the Old Country. The United States railways run the fastest trains in the world, but they kill sixteen times as many as those of the United Kingdom in proportion to the number carried. This, too, is in face of the fact that railway traffic in the Old Country is very much denser than on this side of the water, the English railways carrying nearly 70,000 passengers per mile in a year, as against less than 5,000 in the United States.

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3 Cases Ladies' Cloth Jackets
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something new and elegant for Ladies' Wear.

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