

THE DISPATCH.

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PRICE TWO CENTS

THE WOODSTOCK BRIDGE.

COMPLETION OF THE HIGHWAY CONNECTING EAST AND WEST.

The Handsomest Structure of the Kind in Canada.—Almost Half a Mile Long.—Dimensions of the Spans.—Where the Material was Made.

The bridge which was formally opened on Thursday last is without doubt one of the handsomest structures of the kind in Canada. Indeed, it is said, not to be equalled in its class. From the end of King street it spans the river to a point, slightly higher on the Grafton side. The total length of the planking on the bridge is 2025 feet. There are twelve spans of which eight are 183 feet long; one 186 feet; one 225 feet; one 100 feet, and one plate girder 50 feet. The height at the centre of the long span is 31 feet; at the centre of nine of the spans 27 feet. The clear headway of all spans from the flooring up is 17-6 feet, high enough to allow the largest load of hay and a man standing on the top to pass under. The estimated weight was 534 tons, while as an actual fact the weight is 537 tons. The cost of the superstructure was \$42,487. The iron used in the bridge was prepared at the works of the Canadian Bridge Co'y Montreal. This company has done much other work in the province notably the next longest iron bridge in the province at Hampton. They also built a very large bridge at the Chaudiere river, between Hull and Ottawa, taking the place of the old Suspension bridge. This structure is probably the largest single span bridge in Canada. The width of the roadway for teams is forty feet, besides two sidewalks each five feet wide. The span is 240 feet in length.

The material for this Woodstock bridge was rolled in Pittsburg, in Montreal, in England and in Germany. The heavy steel floor beams came from Germany; the iron tension members, rods, etc. came from Montreal and England, and the steel compression members came from Pittsburg. The steel plates came from Scotland.

This material was all fabricated in Montreal, under the inspection of W.H. Arnold, representative in Montreal of the Ferris Company. This company had previously inspected the material at the rolling mills, which went into the bridge, before shipment for Montreal. The rivets are all of the best iron, and were all driven by hydraulic riveting machines. All the work at the shops was painted with a coat of oil, except the places which could not be reached after erection, these having a coat of paint. The material was all shipped from Montreal over the C. P. R., and unloaded at the end of the bridge with a derrick erected for the purpose. After the erection was commenced, the work was inspected by Mr. John Stulen, another representative of the Ferris Company. The bridge structure should have been finished on the 15th of August in this year, but owing to the rigid inspection of the iron at the works of the Montreal Rolling Mills, this company threw up the contract after finishing all but the larger pieces. These pieces were not to be obtained in Canada, as no mill could guarantee such quality as required in these sizes. They, therefore, had to be obtained in England, and their delivery was further delayed by strikes. This allowed the erection to only be commenced on the 12th day of August, three days previous to the contract day for the completion. As the bridge was actually completed on November 28th, it must be seen that the contractors could have had the bridge finished in the specified time if they had not been delayed by circumstances over which they had no control.

Albert Brewer was the inspector for the flooring and the timber generally. The erection foreman was Mr. Alex. Emery, who has had considerable previous experience in this class of work.

Of course the great feature, and where the only difficulty in erection occurred, was the erection of the channel span in the winter time, when the current was eight miles an hour, and ice and logs were flowing more or less. The depth of the water, for the most of the way in the span was twenty-two feet. While a good many people thought it impossible to put up the falsework, with such a current, even the provincial engineer being skeptical, this was done without a hitch, with the exception of two bouts of the falsework being carried away when the corporation drive came down. After the erection of the bridge was completed two further coats of the most approved bridge paint were put on. The contractors for the superstructure say that the work of the government engineer, A. R. Wetmore was most thoroughly done, indeed, his supervision exceeding in thoroughness any inspection to which they were subject in previous works. The Canadian Bridge Co'y, besides other work in the province, erected the Woodstock stand pipe.

The Fund Swelling.

\$10,000 has already been raised towards the Lady Thompson memorial fund. Among the largest contributors were W. W. Ogilvie, who gave \$2,500, Sir Frank Smith, \$1,000; Sir Richard Cartwright, \$1,000, and Mr. Bowell, \$500.

THE DISPATCH is under an obligation to H. W. Phillips, station agent, Conductor Morris Craig, and the staff of the C. P. R. office here, for their kindness in assisting in the hunt for the missing cut.

No Boom, but Steady Progress.

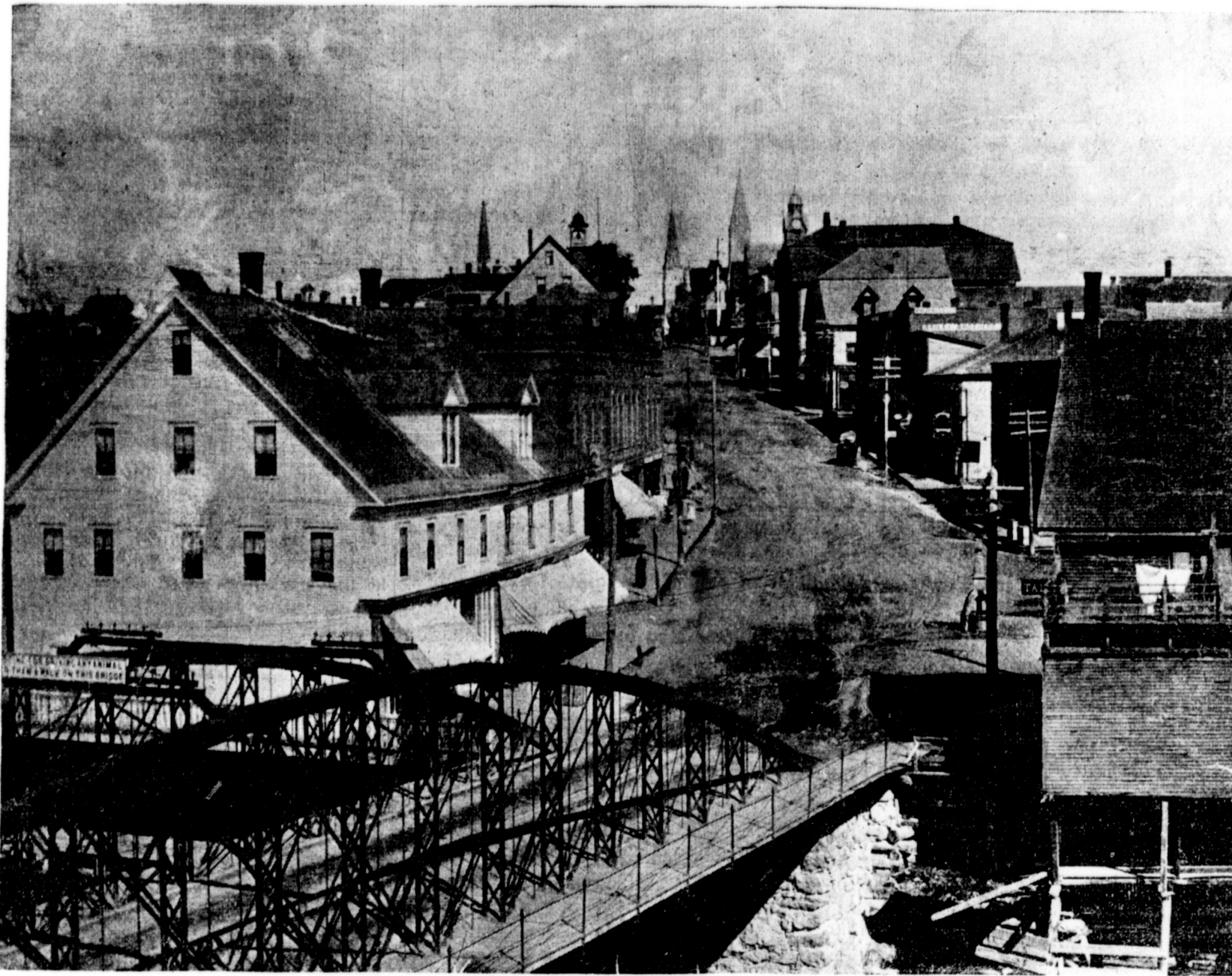
In this issue of THE DISPATCH are several half tone engravings, including a view of Main St. a view of the new bridge, two or three business houses and portraits of some prominent citizens. In the short time in which this special edition was gotten up it was scarcely possible to make it as complete as might have been wished. We would like to have had cuts of several of the factories in the town, but they must now wait until another illustrated issue. For the benefit of persons who may see this issue, and do not

know of Woodstock, it may be said that the town is situated on the St. John river some 62 miles from Fredericton. It is in the midst of the finest farming country in the maritime provinces, and while the census of 1891 showed a decrease, or a very small increase in the population of most of New Brunswick towns, Woodstock's population in the decade increased 32.2 per cent. the highest percentage of any town in the province excepting Moncton. The estimated population at the time of writing is 4000 souls. There are several manufacturing industries

ed after by a board of ten councillors (it is proposed to reduce the number) presided over by Mayor Hanson. An active Board of Trade was started last spring, and now has a membership of about sixty. Mr. H. P. Baird is president, and Mr. J. T. Garden vice-president. The town is lighted by electricity and the incandescent light is used in a great many private dwellings and in all the shops. The waterworks system is complete, not being excelled in any town or city in the Dominion. Within the past year or two the experiment of laying asphalt sidewalk

has proved so successful that the entire business part of the place will be laid with that durable pavement, probably the coming year. Taking Woodstock all in all, it is the most steadily progressive town in the province, and the advantages as a place of residence and for business are unexcelled.

[Although we received advices from the engravers that the cut of the new bridge was shipped from Boston on the 15th, it had not reached us this noon. We regret this much, but it cannot be helped. We hope to publish the cut next week.—Eps. DISPATCH.]



A VIEW OF MAIN STREET.

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Musings.

All the reading world has read the story of Dr. Jekyll and Mr. Hyde. Half the world read what they thought was only a fantastic conceit, weird, horrible, the emanations of an opium besotted brain. A part of the others half caught a glimpse—only of the truth the writer meant to teach. The remainder, the few gifted with powers of analysis who read between the lines, saw and felt the inner truth of the allegory, and read their own biography;—for we are all Dr. Jekylls and Mr. Hydes.

Dr. Jekyll was a man of splendid physique, he was brave, generous, kind-hearted. Under the influence of the potent drug he is dwarfed in size, and is mean, cunning, crafty, cruel, and capable of any crime.

And who are there who have passed the callow days of youth, and have learned by many defeats and failures, something of their own weaknesses, who have not at times felt themselves capable of cruelty as well as kindness, of cowardice as well as courage? And felt that they never had a generous impulse, without having its counterpart as well?

I wonder if some evil spirit does not put something in the water we drink, or if there are not fiendish microbes and malevolent bacteria that we breathe or eat that transform us and makes Mr. Hydes of us. I wonder if when I have my disagreeable days and snub my friends, and scold the children, and worry my wife—I who am the blandest and kindest of Dr. Jekylls—have not eaten or drunk something that make a Mr. Hyde of me? When I am kind to my wife and give her a sealskin saque, that is Dr. Jekyll. When I tell her she can't cook like mother, that is Mr. Hyde.

I want to give notice in today's DISPATCH that after this date I will not be responsible for any insults given, wounds inflicted, etc., etc., or debts contracted, they must all be charged to Mr. Hyde.

P. S.—Oh, yes, when I subscribe for THE DISPATCH I am Dr. Jekyll, when I forget to pay for it I am Mr. Hyde.

A Place for the Library.

The day school at Hartland is the fortunate possessor of a small but well selected library. This we trust, only the nucleus of a much larger one, was obtained through the efforts of the late teacher Mr. Hetherington. The books are much appreciated, but unfortunately they have no abiding place and consequently are not as available for the use of the scholars as they might be. Our present indefatigable teacher proposed to the scholars that they should themselves provide a suitable accommodation for their books. As a result of this suggestion a very delightful concert was given by the scholars on Friday evening the 14th. The programme was lengthy, consisting of some 26 pieces. It would be invidious to make special mention of any one part. We will therefore say, the children as a whole evinced great talent and thorough training, and did full credit to the teacher and his accomplished wife. The dialogues were spirited and humorous. The choruses were sung in splendid time with much animation, and nearly every one received an encore. The recitations were very effective. The duets were fine and were promptly encored. The audience was taken by surprise at the very effective manner in which the pieces were rendered, and at the close a vote of thanks was proposed to the children for the delightful entertainment they had given, and also to Mr. and Mrs. Kerr for the pains they had taken to make the concert a success. The motion was spoken to by others than the mover, and was then carried unanimously. There is no doubt, if the concert is repeated, there will be a much larger audience greet the performers. We do not yet know how successful, financially, the affair has been, but trust ample has been realized to secure a good book case for the library.—Com.

Fortune never changes men. It only brings out what is already in them.

It cost less to be contented than it does to be unhappy.

"Is the young man safe?" Not while his father is taking crooked steps.

Society is what people are when they know they are watched.

In most cases the reformer goes away from home to begin work.

The higher a little man is lifted the smaller he looks.

For Mayor.

Wm. S. Saunders announces this morning, positively, that he will be a candidate for the mayorly.

Death of Hon. D. McLellan.

Hon. David McLellan, registrar of deeds, St. John county, and ex-provincial secretary, died in St. John this morning after a brief illness. He was between fifty and sixty years of age.

Try not only to be good, but to be good for something.

Christmas at Hand.

In a few days the grand old festival of Christmas will be here, and the hearts of the children will be happy, with the pure and unadulterated happiness of childhood; and the hearts of all Christian people will be filled with peace. Christmas is always the most welcome of visitors. It is the time for exchanging gifts and courtesies, for healing up old sores, for forgetting old grudges, for proclaiming by our deeds the divine order, "Peace on earth, good will to men."

How heartily the young look forward to Christmas! How they strive to please that mysterious visitor, Santa Claus, who is listening at the chimney tops, so that he may know what presents to bring them!

In olden times the King of Misrule held sway for several days, but he has wisely been dethroned, and the sober King of Peace and Happiness has taken his place.

Peace and happiness may visit all at Christmas tide; but merriment and jollity are not for all. There are many whom this season reminds of faces, "loved long since, and lost a while." But even for such, Christmas is the reminder of the new hope, which the event it commemorates awakened in the hearts of men.

Mr. B. B. Osler, Q. C.

A new name is talked of for minister of justice. He is Mr. B. B. Osler Q. C. the most celebrated criminal lawyer in Canada. Mr. Osler prosecuted in the Riel case, in the McGreevy scandal cases, and his name became even more generally known in connection with the Birchall—Benwall murder case, when he represented the crown. Hitherto, in politics, Mr. Osler has been an independent. The last general elections he supported the federal government, the last local election he was with Sir Oliver Mowat. He is an effective speaker on the platform, and a man of great ability all round. A good many people will be skeptical of Mr. Osler's acceptance of a position in the Bowell government until it is an assured fact. His practice probably brings him \$30,000 a year.

LOCAL CABINET EN MASSE.

VISIT WOODSTOCK AND DECLARE THE BRIDGE OPEN.

An Interesting Event in the History of the Town.—Meeting in the Evening.—The Chief Commissioner and others Deliver Orations.

The new bridge connecting the eastern and western sides of the river at Woodstock was opened with fitting ceremony on Thursday last. Although Mr. Blair the Premier of the province did not put in an appearance, a number of the local government celebrities were present. They were Mr. Emmerson, Chief Commissioner of Public Works, Mr. Mitchell, Provincial Secretary, Mr. Tweedie, Surveyor General, Mr. White, Solicitor General and Mr. Dunn, minister without portfolio.

Shortly after two o'clock in the afternoon these gentlemen, Mr. J. T. A. Dibblee M. P., P. the Mayor, and members of the town Council, the president of the Board of Trade and others passed over the bridge in carriages to the Grafton side. When they arrived at their destination quite a number of citizens were gathered round about. The chief commissioner opened the ball, by inquiring of the manager of the company, F. E. Came, if the bridge was ready for public use. Mr. Came responded that it was, and Mr. A. R. Wetmore the Government Engineer gave corroborative evidence, stating that the bridge was duly completed to his satisfaction. Mr. Emmerson then made a speech congratulating the people of the county on the completion of a bridge unsurpassed of its kind in Canada. Cheers were called for and given at the mention of the names of Mr. Emmerson, Mr. J. T. A. Dibblee, Mr. A. R. Wetmore and Mr. Came.

Mr. Hanson mayor of Woodstock made a few appropriate remarks and on behalf of the people of Woodstock he thanked the government for the fine structure they had erected. Mr. J. T. A. Dibblee M. P., Mr. Geo. L. Cronkite, Hon. Wm. Lindsay, Mr. H. Paxton Baird and Mr. J. Bragdon made brief speeches. After the multitude had cheered lustily for Mr. John Stulen, the government inspector, the ceremonial came to an end.

Graham's Opera House was the scene of a public meeting in the evening. The hall was very well filled, and the speakers were accorded a good reception. As issues in provincial politics are not easy of definition, it is not surprising that the audience displayed no particular enthusiasm one way or the other. They seemed to appreciate the fact that the bridge is done and that it is a handsome structure of which the county and town have reason to be proud. On the platform besides the ministers and Mr. Dibblee, were Mr. Samuel Watts, chairman, John Harper, C. L. Tilley, Robert Brown, Stephen Peabody, G. L. Cronkite, Mayor Hanson, John Sutton, Wm. Taylor, S. B. Appleby, P. Corbett, S. Speer, J. Flemming, Dr. Ross, C. P. Bull, F. E. Came. After the chairman had opened the meeting and had made a fit reference to the loss the country had sustained in the death of the premier, he introduced Mr. Dibblee, who remarked that he had been the sole representative of the county for some months during which time he had done his best to look after the interests of the county. Whether he had succeeded or not, was for the people to say. They would notice that he was falling away and that the hair on his head was getting thin (Laughter). He was going to ask the government to relieve him from part of his responsibility as soon as possible. The people would soon be called upon to elect a representative to fill the vacancy caused by the resignation of Hon. H. A. Connell. Whoever they elected, he hoped he would work with him and with the government.

Mr. Emmerson made quite a lengthy speech, defending the action of the government in respect to the bridge. He claimed that it was almost impossible to bring any work to a finish without some extras being found necessary. The tenders for the substructure of the bridge varied from \$60,000 to \$107,000. The average offer was \$90,000 and this average offer was made by practical men. It would be found that, all extras and rebuilding of piers included, the cost of the substructure did not exceed the average tender. With regard to the superstructure delays had occurred which were regrettable, but unavoidable. The government could rightly claim credit for the thorough system of inspection they had carried out with respect to the substructure. Every piece of iron which went into the work was inspected before it left the machine shop. The estimated weight of the superstructure was 534 tons, and the contract weight was 537 tons, so that the bridge was just three tons stronger than required of the contract. He gave great credit to the engineer in charge, Mr. A. R. Wetmore for the thoroughness with which he did the work, and to Mr. John Stulen the government inspector for the capable way in which he had performed his duties.

Mr. White also spoke at considerable length. In bringing his address to a close he referred to the registrar of wills and deeds. He had held an investigation into a charge made against that gentleman, and the conclusion he had reached was such as he was sure any candid man would reach who read over the shorthand report. And anyone was welcome to read it over if they wished to do so.

Mr. Mitchell said he was one of those who at first opposed the location of the bridge. However, he had consulted with many practical engineers afterwards and they had said to him that whatever complaints the people might have to make with regard to the bridge they had no reason to complain that it was not properly located.