

# THE DISPATCH.

VOL. I. NO. 24.

WOODSTOCK, N. B., NOVEMBER 14, 1894.

PRICE TWO CENTS.

## THE BANGOR & AROOSTOOK.

A TRIP "THE DISPATCH" ENJOYED ON THE NEW LINE.

From Houlton to Brownville.—Scenery Along the way.—Treasurer Stetson's Fine Camp.—North and South Twin Lakes.—A Beautiful View of Katahdin.

The town of Houlton, our nearest neighbor, is now enjoying the benefits of two railway connections with the outside world, and the people of that town are congratulating themselves on their new road to the markets of Western New England and beyond.

Whatever is of considerable interest to the people of Houlton is sure to be of almost if not altogether as much to us, so in order to give the readers of THE DISPATCH such knowledge of the Bangor & Aroostook R. R. west of Houlton, as would be useful and interesting, I decided to look over this road and use my faculties of observation for their benefit.

Accordingly, one beautiful morning last week, we got on board the 6.30 a. m. freight for Brownville. This train, in charge of Conductor Gillen, a popular young man, full of energy and zeal for the new road, is drawn by a powerful Manchester locomotive of the common eight wheel style, but I am told there are four engines much larger than this. The latter are now kept busy on ballast trains north of Houlton on the extension to Caribou. A freight train also leaves Houlton for the west in the evening. This takes the potatoes which are loaded at Houlton and stations west during the day, and thus places them in the market in the shortest possible time.

As our train is passed a little way down the line by the express which leaves Houlton at 8.50 a. m., we exchanged for the latter, but again left this at Norcross in order to get a look at this headquarters of hunting and fishing. Conductor Hagerty, who runs the down express, placed at my disposal all the pleasant and useful knowledge in his possession concerning the road, and I was sorry to leave him. Norcross is located in a white birch grove close by the shore of Norcross Cove an arm of the celebrated North Twin Lake. Here the appliances and fruits of the chase are very conspicuous, but the number of hunters now stopping here at the different hotels or camps is not nearly so great as a few weeks ago. About the first of October when the hunting season opens there is a great rush of both professional and amateur hunters, and it is the harvest time of the guides. It has been remarked that it was almost unsafe to go out into the woods for fear stray bullets would unceremoniously scrape acquaintance with you. A walk of about a mile to Gerrish's camp on the hill at "North Twin Dam" gives us an excellent appetite for dinner and brings us to a justly celebrated hostelry. We were not fortunate enough to find "Luther" at home, and doubtless lost many a good story of hunting and woodcraft, which would have delighted our readers, but we intend to try again, and may it be hoped with better results in this particular. I can say, however, that our friend was away on a guiding trip with sportsmen from "outside," and we understand that at almost any season of the year Mr. Gerrish's services as guide are in great demand. The hearty hospitality of his place, presided over during his absence by Mrs. G and family, we found wanting in nothing that a hearty appetite could crave.

Attracted by the beauty of the surroundings—Mr. Edwath Stetson of Bangor, treasurer of the B. & A. R. R., has built himself an elegant camp or cottage, quite near the Gerrish camp. The walls are laid up with logs as is usual in the woods, and a piazza or porch with railing of cedar rustic work extends along the front, through the piazza floor, peeps up a sharp boulder, and if memory serves, one or two small trees. The living room contains a magnificent old fashioned fire place. The outlook from this room on the east is towards the hill and the woods, into whose depths through avenues of beech and birch the eye soon finds the limit of its vision. On the south, however, it is somewhat more open as it is along side of the hill rising from the shore of the lake, and just under these windows a large boulder of whin, probably sometime a part of Katahdin, but now along with many another which have colonized a large surface in this vicinity it contentedly exists in sun or shade and makes itself useful in supporting the growth of a beautiful patch of moss and rock fern, which completely covers its top. The west outlook is across the lake towards Katahdin, perhaps the only real mountain of Maine. It is not quite snow capped, but the ravines on the

summit and for some distance down his sides are filled with snow and so are sharply defined from the beautiful blue which is enhanced in color value, probably, by the contrast thus made. This wonderful mountain is of late years attracting much attention, and many explorers and sportsmen every year climb its summits, from which in fine weather, if we can believe all they tell us, one "can see the ocean." However that may be it is my firm resolve to see for myself next time. Such surroundings make an ideal resort for relief for the busy men of the city, and are enough to force even the most despondent to the conclusion that surely the enjoyment of such sights is worth living for. Gerrish's being a flag station it is not necessary for us to retrace our steps to Norcross but we "at out a red flag and on its arrival remount the freight train on which we had at first started from Houlton. The line follows for a few miles the shores of North Twin and South Twin Lakes, and not until we are nearly at Brownville do we see anything but forest. Some openings have however been started as the centres of lumbering operations. About 5 miles from Brownville we cross the steel viaduct over Mill Brook and immediately afterwards the girder bridge over the Canadian Pacific Railway, and emerge into the cultivated fields of North Brownville, and being well up on the east side of the valley of Pleasant River have a fine view of the village of Brownville Junction, where the Katahdin Iron Works branch of the B. & A. and the C. P. Ry. cross each other, as well as the mountains around the head of Pleasant River, Chairback, Whitecap and others. Soon the here placid surface of Pleasant River is seen, and in a minute or two after passing the state quarry dumping ground we cross it on a steel bridge of two spans and are at Aroostook Junction, the connection with the old line of the Katahdin Iron Works Ry. Brownville is a half mile further on the old line. The route to Bangor after traversing the new portion of the B. & A. is by the K. I. W. branch to Milo Junction, thence by the original main line of the B. & A. Piscataquis division to Oldtown, and thence 13 miles to Bangor over the Maine Central R. R. The distance from Houlton to Bangor is about 140 miles, and the time occupied by passenger trains about 4½ hours. Judging from the substantial character of the road, this time is likely to be considerably lessened after the finishing touches are put on the track, but at the present speed the ride is a very comfortable and pleasant one.

With the end of the day and our object of the trip having been accomplished, we visit the Herrick House, a fine pew building with ample arrangements for the comfort of its inmates, and after a bountiful supper, take the passenger train to return to Houlton. Conductor York has this passenger train in charge. He is a tall, well built man who looks as though he could punch a giant as easily as he punches a ticket, but he has not the least suspicion of pugnacity about him, and is a good man to travel with. The time passes so pleasantly and comfortably that almost before we know it we are at our journey's end. As the object of this writing is mainly to give our readers a description of the line and some of the points of interest along it, the bridges should have a due share of attention. Beginning at Houlton these occur in the order named. Meduxnekeag, south branch; east branch, Mattawamkeag; west branch, Mattawamkeag; Fish Stream; east branch, Penobscot; Millinockett; west branch, Penobscot; Millbrook and Pleasant River, besides a number of smaller ones crossing brooks which are tributaries of the above. All bridges are steel superstructure with stone abutments and piers, and even the small streams which usually have wooden stringers are bridged by metal ones instead. The line is carefully laid out so as to avoid as much as possible grades and curves. One straight line is more than 12 miles long, and is laid in the towns of Island Falls, Crystal, Sherman and Stacyville, others are 4, 3 and 2 miles long. Grades occur of course in crossing the divides between the large streams which the line crosses, but the steeper ones are in the direction favorable to west bound trains, which are expected to be considerably the heaviest.

It is of course not out of the way to expect that new industries would spring up where such excellent opportunities occur, and some have already established themselves, namely the making of last blocks at Smyrna, Oakfield, Island Falls and Stacyville, where rock maple is abundant, and of spool bars at South Twin, where white birch is the almost entire growth. The large tannery of Proctor & Hunt, at Island Falls, consumes a large quantity of hemlock bark, most of which is cut along the line and hauled by cars, although

(CONCLUDED ON FOURTH PAGE.)

## THE MUSINGS OF THE IMP.

HE TAKES A PHILOSOPHICAL FIT THIS WEEK.

Dreary November Makes him Melancholy. He Concludes that the Man with Little Learning Gets There Every Time, While the Profound head is not in it.

Someone has named November the suicide month. Probably that was before suicide became such a popular, everyday pastime that it is now. But, there is something exceptionally dreary about November. It is the funeral of the bright summer and golden autumn, and the corpse has not been cold long enough to permit of our forgetting the departed. When December arrives and we hear the Christmas chimes in the distance, we will put aside our mourning, and make merry for the advent of the grand old, and ever new visitor. Just, now melancholy is more or less in the air we breathe. A few colorless, dead leaves, cling with a dying grasp to the trees that short weeks ago they beautifully adorned. The snow is looked on as a too hasty intruder on the scene, who has not had the decency to wait till autumn's last breath is gone. A month hence we will welcome him with outstretched arms. But we would like just a few moments, first, with that shadowy visitor—Indian summer, and then we will bow with a good grace to inevitable Winter, and welcome him to his own.

"A little learning is a dangerous thing" is the stock quotation of the "freshman" who knows it all, and who will continue to be a freshman even though he lives to be a centenarian. I used to believe that over-ripe chestnut, until much reading, musing and learning has made me mad—at the fellow who plucks it for my delectation. A little learning is just about as harmless as a Dominion day fire-cracker. Much learning is gun cotton, dynamite and chain lightning. The man with a little learning will "walk where angels fear to tread," and he "gets there just the same," while the angel who is afraid stays at home. The man with a little learning preaches, edits a paper, goes to the legislature, blunders in his history, gets muddled in his dates, murders the "Queen's English," but does not see the corpse, and never dreams that "somebody has blundered." The man with much learning preaches, edits a paper, goes to the legislature and brings on heart disease by his nervousness, self-consciousness and fear of failure.

The man with much learning courts coyly, learnedly, blushing, the prettiest, richest girl in town, but while he is inditing a sonnet to her eye-brows, and is writing out and memorizing a Byronic and Shakesperian proposal, his rival, the man with a little learning courts her more ardently, proposes in the wretchedest kind of grammar, is accepted, and lives happily ever after. The man who has studied geology, psychology, astronomy, physiology, and all the other ologies, walks in fear and trembling. There is nothing sure and steadfast. The planets may collide, or some meteor or comet that has been out to the club all night and is getting home in the early morning with a head on, may meet our old planet on its way to its day's work, and then good-bye. The learned man never feels safe. He has read psychology, telepathy, and wonders as he rides on the cars if that man opposite whom he thinks disagreeable, and that woman he thinks homely, are reading his thoughts as easily as he reads his morning papers. Your learned man can't eat his dinner in peace. There are billions of trichianes in his pork, and bacteria and microbes lurking for him everywhere, and as he thinks of the wonderful mechanism of his body, like Dr. Watts, he thinks it "strange that a harp of a thousand strings should keep in tune so long." But the man with a little learning does not know anything about the harp, and never frets about the strings. He never saw a microbe and if he should meet one wouldn't scare a bit. A little learning may be a dangerous thing, when it comes to base ball, or mixing drinks, but it's as harmless as a quaker, almost everywhere else. Do our town councillors, lawyers and doctors, and preachers look as if they stood on dangerous places? THE IMP.

## MOCK PARLIAMENT.

Debate on the Speech from the Throne.—New Members.

The opening of the mock parliament on Friday evening last was remarkably well attended by members, and a number of new statesmen were enrolled. Major Vince, the speaker, had returned from his recent trip and presided over the deliberations. All the members of the government were present excepting Mr. J. K. Flemming, the minister

of agriculture. Mr. Sam'l Watts, leader of the opposition, was not sufficiently recovered from his recent illness to be in attendance.

The speaker took the chair at 8 o'clock. The first business was the introduction of new members. Mr. Wm. Saunders, member for Vaudreuil, P. Q., Mr. Andrew Miles, member for Regina, and Dr. Sprague, Prince Edward, were introduced by Mr. W. P. Jones, the premier, and Mr. Jas. Watts, minister of marine and fisheries. Mr. Watts and Mr. W. T. Drysdale, postmaster general, introduced Hon. Wm. Lindsay, newly elected member for North Oxford. The opposition had one new member, Mr. R. Waddleton, who represents Restigouche.

The speech from the throne, which was read by Mr. Speaker, is as follows:

Hon. Gentlemen of the Senate: Gentlemen of the House of Commons:

I am pleased at this commencement of another session of Parliament to be able to congratulate you on the prosperity and progress that mark each succeeding year of Canada's history.

It is gratifying to know that the commercial depression which has so generally prevailed in other countries has not more seriously affected the trade of the Dominion.

Measures will be laid before you for the readjustment of the tariff, with a view to the Reduction of Taxation; for the amendment of the Franchise Act; dealing with the Railway Service; concerning the Sale of Liquor; relating to the Postal Service.

Gentlemen of the House of Commons:

The Public Accounts for the past year and the Estimates for the ensuing year will be laid before you.

Hon. Gentlemen of the Senate: Gentlemen of the House of Commons:

I sincerely trust that these matters will receive your best attention, and that the result of your deliberations will conduce to the welfare of the country.

Mr. Wm. Saunders moved the address in reply to the speech from the throne, in a very happy effort, and was duly supported by the seconder, Mr. Andrew Miles.

Mr. Ketchum, acting leader of the Opposition, followed. Then the premier took up the cudgels for the government. The debate was continued by Messrs. D. B. Gallagher, Chas. Appleby, H. Paxton Baird, James Watts, J. A. Lindsay, John Price and F. B. Carvell. The adjournment of the debate was moved by Mr. Wallace Hay.

During the session notice was given by the Opposition of several questions which they will ask next Friday, among them, whether the budget will be brought down before Christmas, if the government intends to introduce legislation affecting the Senate; if it is the intention of the Government to introduce a bill on the basis of the American Interstate Commerce Law, and compel railway companies to carry passengers at two cents a mile; whether the postage on letters will be reduced to two cents, regarding Behring sea seizures.

The house adjourned at ten o'clock. There was a very good attendance in the ladies' gallery.

## Terrible Fatal Accident.

One of the worst accidents in Montreal for a long time happened on a building that is being erected by the Montreal Street Railway Company for offices at the corner of Craig street and Place d'Arms. The building is a five-storey stone one, and was almost completed. A large force of men, however, have been employed for some days in placing in the windows and finishing the interior. Friday afternoon while some twenty men were working in the upper flats there was a tremendous crash, and the whole top of the building seemed to have been carried away. The pillars supporting the roof had given way. The roof caved in, carrying everything beneath it. The workmen were buried in the falling debris, and covered with broken timbers and plaster. Some of them succeeded in making their escape, but a number were buried in the ruins. The accident caused a great sensation, and an immense crowd, numbering probably five thousand people, was soon on the spot.

The fire and police patrols were summoned to the scene, and immediate efforts were made to rescue the buried men. As the top of the building threatened to give way at any moment, the duty was a very hazardous one. A number of men who were clinging to the cornices were rescued, but it was found almost impossible to rescue the buried men, as there was danger that if the debris was disturbed the whole top of the building would topple over on the rescuers. Finally the body of a man was extricated from the debris. He was Regis Pauze, a French-Canadian labourer. He was terribly injured, being almost crushed to pieces by the debris, and it was seen at a glance that he could not live. He was at once removed to the hospital, where he died shortly afterwards. A few minutes later Joseph Marquis, another labourer, was rescued in a dying condition. Several other workmen whose names are not known were also rescued badly injured. The cave-in was caused by the want of proper supports to the roof. It is miraculous that a great many more lives were not sacrificed.

## AN APPEAL TO MONTREAL.

BOARD OF TRADE WILL SEEK INFLUENCE OF MONTREAL BOARD

In Getting Equitable Freight Rates on the C. P. R.—Horrible Domestic Trouble Near Windsor—Election Rumors with Nothing Certain.

Monday evening was the regular date for the monthly meeting of the Board of Trade. The attendance was not as large as on previous occasions—indeed there were only about eight members present when the meeting was called to order by J. T. Garden, vice-president.

A communication was read from the secretary of the St. John Board, in which the co-operation of the Woodstock board was asked in laying before Parliament the feasibility of using Canadian ports in winter time for the shipment of Canadian produce. The meeting decided to concur with the request of the St. John Board in this respect.

The question of deciding the action this board would take with respect to the formation of a maritime board of trade was laid over until the next meeting.

The secretary read a communication received from the St. Stephen Board asking the co-operation of the Woodstock Board, in the presentation of a petition to the provincial legislature, for the adoption of eastern standard time as the legal time of the province. This matter was also left for further consideration at next meeting.

A matter which was discussed with a good deal of earnestness, was the question of the Woodstock Board sending a memorial to the Montreal Board of Trade, setting forth that it would be in the interest of the wholesale shippers in Montreal to support this board in its claim for a similar rate from Montreal to Woodstock on earload goods, as to Fredericton, St. Stephen and St. John.

The members present strongly favored the sending of such a memorial, and the secretary was instructed to prepare a memorial, and submit it to the next meeting of the board.

## Stabbed With a Jack-Knife.

It appears to have been a case of daggers drawn between Michael Sargefield and his wife. Sargefield lived near Windsor in this county. Some time ago, he showed signs of insanity, and this having developed, he was taken to the insane asylum. There he remained for a couple of months, when his condition appeared to improve, and on the request of his wife, he was allowed to come home. But the homecoming did not conduce to the happiness of the family. On Wednesday night last Sargefield became violent and attacked his wife with a jack-knife, inflicting very serious injuries. Dr. Estey of Hartland was called in and found that the woman had been badly, if not fatally hurt. The knife had been used with deadly effect, and the wounds in the abdomen were so large and deep that one of the entrails protruded. The doctor immediately attended to the patient, and she is now said to be in a fair way toward recovery. Sargefield was arrested, brought before Magistrate Alex. Lindsay and by him committed to the goal, where he was placed on Thursday. The morning after he committed the assault, a keeper arrived in Woodstock from the St. John asylum to take him back to his old quarters. Sargefield, who is now in goal, is said not to show any particular symptoms of insanity, and so far has been quiet. He blames his wife for the tragical result of his home coming, and says that she "nagged" him. His case will be investigated further as soon as the injured woman recovers.

## Election Rumors.

Although there is bound to be an election for the local house in the near future, no one seems aware of the time of the happy event, nor does the public seem vastly interested in the matter. The government force may have a candidate in the field, but, if so, they keep quite mum. The opposition seem to keep their gaze very steadily on Dr. Atkinson, to whom, according to authorities on these affairs, politics is the very breath of life. Again, it is said that the doctor's health is far from good, and, that, physically he is not up to the undertaking of a campaign. There are those again, who speak of ex-Sheriff Irvine as the coming man, contending that of late he has become seized of the awful iniquity of the Blair administration, and in the interests of purer politics is willing to sacrifice himself. In the meantime, the country remains comparatively safe; the one surviving member, we have, does not appear to be growing much thinner under his laborious efforts to do the work of two patriots, and there are some heretics who conclude that, as a matter of fact, the interests of this county could as well be served by one as by two members.