

THE DISPATCH.

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THE CONFERENCE AGREES

THAT WOODSTOCK PEOPLE HAVE A GRIEVANCE AGAINST THE C. P. R.

A Great Meeting of Business Men in Saint John.—Woodstock's Case First on the Docket.—Formation of a Maritime Board of Trade.—Peddlers and Hawkers.

The conference of the Boards of Trade of the province, held in St. John on Thursday last, is pronounced in all quarters a success, and the president and secretary of the St. John Board, who were the principles in bringing the meeting about are worthy of hearty congratulations.

The members of the St. John Board spared no pains to make agreeable the visit of the delegates from outside towns.

The delegates who met at the morning session in the Mechanics Institute building, were as follows:—

Fredericton—J. S. Neill, H. H. Pitts, J. W. McCready.

Newcastle—Messrs. J. D. Creaghan, P. Hennessy, M. D. Morrison.

Woodstock—Messrs. J. T. Garden, W. S. Saunders, James Carr and T. C. L. Ketchum.

Moncton—J. L. Harris.

St. Stephen—Hon. James Mitchell, A. S. Teed.

Amherst—E. Curry.

Mr. Geo. J. Troop, manager of Halifax, N. S. arrived at an early stage of the proceedings, and was welcomed with a round of applause. Throughout the conference, his presence was felt to be a strength, and he interested himself greatly in bringing about the formation of a Maritime Board of Trade.

Among the members of the St. John Board who took part in the doings, were: Messrs. W. F. Hatheway, J. de W. Spurr, R. Cruikshank, T. B. Robinson, John McMillan, J. V. Ellis, W. E. Vroom, Jeremiah Harrison, T. H. Hall, George Robertson, J. F. Merritt, T. S. Simms, Wm. Jarvis, C. E. MacMichael, J. H. McGaffigan, J. J. Bostwick, H. A. Drury, T. J. Somerville, C. A. Everett, S. Schofield, John Sealy, G. S. Fisher, Andrew Malcolm, Thomas Gorman, W. H. Thorne, E. L. Whittaker, J. Edgar Fairweather, W. C. Pitfield, John White, Joseph Bullock, Joseph Finley, P. S. McNutt, F. W. Daniel, Isaac Northrup, V. W. Tippet, J. A. Likely, C. B. Lockhart, E. A. Smith, J. C. Robertson, D. J. McLaughlin, T. R. Jones, G. W. Allen, E. McLeod, A. L. Calhoun, S. D. Scott, C. E. Lordly.

Mr. J. B. McLean of Toronto, editor and proprietor of Hardware, and the Canadian Grocer, was present.

The president of the St. John Board, Mr. W. F. Hatheway, opened the proceedings. He made an appropriate and felicitous speech. The meeting, he said, was not called to ventilate any particular grievance. Whatever the future of Canada was, the desire was that New Brunswick should have a foremost place. He believed it remained largely with them whether laws would be enacted that would help to give the province its foremost place. He hoped that the fairness and courtesy which characterized the dealings of New Brunswick merchants would predominate in the meeting, so that it could be said fair play had prevailed.

Mr. Hatheway was elected chairman, and Mr. Ira Cornwall secretary of the conference.

The matter which has occupied the attention of the Woodstock Board since its formation was the first business to come before the meeting. Mr. W. S. Saunders moved the following resolution:

Whereas, The town of Woodstock has a population approaching 4,000 souls, and contains a number of manufactories, and is the centre of one of the finest agricultural sections of Canada;

And whereas, Said town is served by but one line of railway, and is practically a non-competitive point from a railway point of view;

And whereas, An arbitrary tariff is charged on freight going to that town which is a source of great grievance to the manufacturers, merchants, business men and citizens of Woodstock, in their opinion impeding business;

Therefore be it Resolved, That in the opinion of this conference the Board of Trade of the town of Woodstock has just cause for dissatisfaction with the arbitrary rate on freight carried by rail between McAdam Junction and Woodstock, and

Further Resolved, That this conference support the Woodstock Board in its efforts to obtain redress of this grievance.

Mr. Saunders said that he labored under some disadvantage in having to make the motion without having made the complete preparation, which he would have done if he had had more notice. This matter of freight rates was one which had agitated the people of Carleton county, and especially of Woodstock, more than any other with which they were concerned. It was felt that the railway freight rates were unreasonably high, and the Woodstock merchants suffered severely in having to pay a higher rate on freight, than the merchants of other towns in the province. By presenting this resolution the representative business men of other towns in the province would see in what an

unwelcome position Woodstock stood, and the Woodstock delegation asked the co-operation of other Boards in securing, if possible a removal of this grievance.

Mr. J. T. Garden pointed out that the arbitrary rate on freight from McAdam was 42cts., which fell heavily on the Woodstock importer, putting him at an enormous disadvantage in competing with his fellow importers in other places. Nor was the Woodstock merchant in as good a position today as he was before the C.P.R. took the road, as far as freight from St. John were concerned. He was now paying 42 cents whereas under the old management he paid only 36cts. Exporters of produce from this county were also complaining very greatly of the heavy freight charges of the C. P. R.

Mr. James Carr said that he did a large export business in hemlock bark, and although he had tried, he could not get the C. P. R. to make any reduction. Nearly one third of the worth of the bark went to the railway company.

Mr. Ketchum said that he had been informed on good authority that a car load of flour from the West could be taken to Edmundston \$24.00 cheaper than it could be laid off at Woodstock. A prominent business man of Woodstock had shown him a freight bill on goods imported from Liverpool. The cost of freight on these goods from Liverpool to St. John, via Halifax, was \$12.09. The cost of carriage from St. John to Woodstock of the same goods was \$22.78. The goods came from Halifax to St. John over the Intercolonial.

Mr. Neill (Fredericton) said that the railway had Woodstock by the throat, just as they had Fredericton before the Canada Eastern connecting Fredericton with the I.C. R. was built. The Fredericton people had now better rates and were now regarded as a distributing centre. He suggested that the Woodstock people join with the Fredericton people in building the Prince William railway. The C. P. R. put the heavy rates to Fredericton in the winter time, on produce going from St. John. For instance 20 cents was charged on a keg of nails from St. John, and only 21 cents from Montreal. The Woodstock people had not been treated properly.

Mr. McGaffigan of St. John said the trouble with Woodstock was that it was not a billing point.

Mr. Garden dwelt upon a case furnished by Mr. D. L. Pitt. This gentleman wished to ship hay from Peel station to Bangor, but he found that the cost in shipping from Peel to Bangor, as against from Woodstock to Bangor was 80 cts a ton.

Hon. Wm. Lindsay who was also present, dealt with the grievance under which Woodstock suffered, pointing out that the town had paid some \$40,000 into the building of road when it was first built. He claimed that there should be some power exercised to compel railways to act justly to the people of a place who had no competing line.

Mr. Almon Teed of St. Stephen supported the Woodstock delegates. He said that a carload of flour, for instance, intended for Woodstock was billed to McAdam Junction, and would cost the same as to St. John. It would then be re-billed to Woodstock and 24 cents a hundred freight be charged.

Mr. Saunders in closing the debate said that a railway was about being surveyed between Houlton and Woodstock and when connection was made with the B & A we would at least be in a position to ship our products at a better rate than at present. In the matter of freight coming to Woodstock the board of trade had laid the matter before the C. P. R. authorities but had been told that no change could be made. This matter should interest the wholesale men of St. John as well as ourselves for it must be remembered that we are quite close to the border between N. B. and Maine. He pointed out that the rate on goods from St. John to Fredericton was only 15 cts while it was 42 to Woodstock. He thanked the gentlemen present for the consideration they had given the delegation and hoped they would allow the resolution to pass.

The resolution was then put and passed unanimously.

The most important resolution adopted was that forming a Maritime Board of Trade. It reads as follows:—

"1st—This body shall be known as the Board of Trade of the Maritime Provinces.

"2nd—It shall be composed of delegates selected from the various boards of trade throughout the maritime provinces.

"3rd—It shall deal with all matters of trade and commerce affecting the interest of the maritime provinces, or of any section thereof, as well as matters affecting the interests of the whole dominion.

"4th—The officers shall be a president; a vice-president for each of the maritime provinces; a secretary, a treasurer and a board of directors, upon which there shall be at least

(CONCLUDED ON FOURTH PAGE.)

THE BRANCH TO HOULTON.

WOODSTOCK SHOULD MAKE PREPARATION FOR THE CONNECTING LINK.

The B. & A. Will Build on their Side of the Line.—Subsidies Could Probably be Obtained, and the Citizens Could Shoulder the Remainder.

The opinion of those members of the conference of the boards of trade in St. John, who discussed the Woodstock freight question, was that we would be just about as likely to squeeze water from a stone, as to get equitable rates from the C. P. R. in our present situation.

In view of this opinion which is general, at home in other places, would it not be well for the board and the town council to at once take up the question of building a line to connect with the Bangor & Aroostook?

A preliminary survey has already been made, under the direction of the men who now hold the charter to build the road, which was procured at Fredericton last spring. This survey has shown that the road is not a difficult one to build. The B. & A. it is understood, will build the connecting link from the boundary to their present system. They will lease the branch built by the people on this side, supply and run the rolling stock. The road once built we will have, in the first place, a competing line to get our exports to the American market. This is very important, for the opinion is general, that even should the Republicans get in power they will not again go in for McKinleyism. Carleton county will always have an immense supply of produce to go to the American market.

Nor will the construction of this branch be only a benefit to the exporter. The importer from Montreal and further west will reap an advantage. His freight can come via the Grand Trunk, over the Maine Central and B. & A. to Woodstock. The distance will be somewhat greater than if it came by the short C. P. R. line; but the most of the goods which we import are not perishable, and a few hours delay in transit will make no material difference.

The C. P. R. has plainly taught us that it can haul freight when it chooses, many miles further than the distance between Montreal and Woodstock, for less money than it charges for freight between these points. Then, in all probability, the B. & A. will connect eventually with the Temiscouata railway, and the Woodstock importer will have a much more direct line to Montreal.

It is understood that there will not be much difficulty in getting the charter from the gentlemen who now hold it, if a bona fide intention to build the road is shown.

The first necessity would be a first-class survey, which should be made this autumn. The money to pay for this survey could be secured by subscribers for stock, paying it in as such, and it being credited to them.

It has been suggested that the road would be about twelve miles in length (that part which Woodstock must build). It would cost, say, at the most \$10,000 a mile. Subsidies can probably be got from the dominion and local governments. They would likely amount to \$5,700 a mile, leaving \$4,300 per mile to be got otherwise. Supposing \$300 a mile was made up by citizens, could not the road be bonded for the remainder, and probably the amount which the B. & A. would pay for the use of the road would at least pay the interest on the bonds?

Supposing those who put their money in the road did not get it back directly would not the reduced rates, which must surely result, be a full compensation in time, and would not two lines of railway into Woodstock vastly increase the business of the town?

In getting reduced rates on freight, everyone must benefit. The farmer would get a better price for his products, and the consumer would get his articles for consumption cheaper than at present.

Let this proposed B. & A. branch get a hearty consideration from the business men of Woodstock.

Connell Road.

When a country is new, as a general rule, its roads are not located to the best advantage, and it is often found necessary and indeed, highly profitable to relocate some of the old ones. That piece of the Connell road from the foot of Kelly's hill to the top of the hill west of Marvin's brook gives an unnecessarily hard haul to the farmers who drive to Woodstock over that way, and they feel that the government should send an engineer up to make a survey for a new line that will cut off from them the hills in this locality. A farmer from Hartford, Lindsay, Bellville or any of those districts driving to town with a load of

farm products has to make a steep descent to the Marvin brook, then a long steady raise on this side the brook, after which comes the descent, as into hades, of the Kelly hill. A road could be laid out from near the foot of this hill running to the left near the creek, and crossing the Marvin brook by a new bridge strike the present road just west of the brook. This new line would be about two mile long, at a rough estimate, and it would cost something as all roads have a fashion of doing, but it would be worth more than its cost to the men to whom it would be available for hauling their products into town. Possibly the farmers who live on that part of the road that would be cut off by such a new one would have objections to offer, but one can scarcely see how they would be injured by it. I have talked with some of the men who would be able to use such a new piece of road, among others, Judson Briggs of Lindsay, and they all, without exception, speak very strongly in favor of it.

No doubt if a petition for its construction were largely signed and handed to J. T. Allan Dibblee he would present it to the government and do what he could towards having them make a move in the matter.

Exhibition at Centreville.

A very pleasant drive on a fine morning over a continuous good road after we left Main street, Woodstock, to the village of Centreville was our experience on the day of the Centreville exhibition. We saw some beautiful farms with comfortable and commodious looking buildings, the cattle and sheep contentedly feeding in rich after grass or quietly lying down. The many and varied colors of the forest in the back ground all together made a picture well worthy gazing upon and thinking about. Centreville is a fine looking place, a pleasant place in which to live, if one can judge from appearance. At all events cattle are not allowed to roam the streets.

The exhibition was a very creditable one considering the age of the society. The Centreville society has gone in for the best of stock at the government sales and has bought good stock of private parties as well and sold the same to those desirous of purchasing. Only in sheep we were disappointed and in this department the exhibition was almost a failure. But what was lacking here was more than made good by the splendid exhibition of swine. I doubt if a better show of hogs and pigs was ever made in N. B. Chester whites were the most numerous. Berkshires and Poland China were also exhibited. In the horse department there was a very good exhibit and there was a much larger crowd to witness the pulling contests than in Woodstock.

In cattle there were pure bred Ayrshire, Holsteins, Durhams, and Jerseys, with grades of the same. The inside part of the show was excellent, especially the ladies department. Indeed, to judge by, or make a comparison with the Woodstock exhibition, it was quite noticeable that where the Woodstock exhibition was lacking, the Centreville show would have more than filled the gap, and in this way we can see what a good thing it would be if the whole county would join. For instance, if the show of swine exhibited at Centreville, together with the ladies' department of the same, had been added to the exhibition here it would have made a wonderful improvement. In conclusion, an exhibition does not accomplish much unless the people visit the same and make a study of the different departments. Here also we can pronounce it a success, for from north, south, east and west the teams seemed to pour into Centreville, and we do not remember a time when we have seen so many wagons congregated in one place. The Centreville society must be doing a good work, and we hope it may continue and that future efforts may still be more successful.—Com.

Musings.

The functions of the night editor are on some occasions imposed on me. This was the case on one evening Mr. Heine was entertaining his audience in Graham's Opera House. Some of the music fairly charmed me, while some again failed to reach the innermost portions of my heart. I might say that as regards music I am as yet in the gall of bitterness and the bonds of iniquity. With down cast eyes and shameful face I must own to a liking for Ta-ra-ra that I do not have for the more complicated compositions of the German composers, and the classical music of Italy fails to stir my heart to the depths I have known it stirred by "Comrades," or "He was a pal of mine." That this is a terrible misfortune, I know, and would make almost any sacrifice to have my soul made responsive to the higher forms of music, and I know too that my case is not an odd one in Woodstock, for the heartiest and most prolonged applause of a Woodstock audience is extended to the the simple music that we all understand rather than to that which is comprehended only by a few.

A Worthy Appointment.

Mr. W. R. Meredith for many years leader of the opposition in the Ontario legislature has been appointed chief justice of Ontario in place of Sir Thomas Galt, superannuated. Mr. Meredith is a man of great ability, and sound integrity, and his elevation to the bench is approved by his political opponents as well as his friends. The Toronto Globe, for instance, heartily commends the appointment.

CROSSINGS THAT ARE TO BE

THE COUNCIL DECIDES THAT THEY SHALL BE LAID THIS FALL.

King, Queen, Main and Connell Street to Have their Share if Only the Weather Holds out.—Grant is Rebuilding His Factory.

The mayor had recovered from his recent illness, and presided at a meeting of the town council here on Friday evening last. There were also present, Couns. Connor, Sutton, Jones, Flemming, Watts, Dickinson, Murphy Leighton, Churchill.

Coun. Flemming made a strong plea for an electric light on Connell street, near Elm, and the electric light committee were given further time to report the matter.

Coun. Churchill's motion of the previous evening that the street committee be empowered to procure sufficient asphalt and tar to lay the crossings authorized by the council, three on King and one on Queen street, and which was seconded by Coun. Jones, was taken up.

Coun. Murphy moved in amendment, seconded by Coun. Sutton that the street committee be instructed to procure tar and asphalt enough to put down the crossings named, to finish the sidewalk on Queen street, and also to build two crossings on Main street, and one on Connell, as well as the crossings on King and Queen street. He thought the extra expenditure would not amount to more than \$75.00.

Coun. Connor did not see how the money required could not be secured. If it were, he would like that Wellington ward be given its share.

Coun. Murphy said he had made a careful estimate and he was convinced that \$700 would cover the cost of work already done, and that would leave \$300 of the appropriation which would be ample for the building of the sidewalks and crossings mentioned in his amendment.

The mayor thought the crossings on King and Queen street should certainly be put in, but he would suggest leaving the others for this present season.

Coun. Dickinson was in favor of putting the necessary crossings on King street. But it was his opinion that the street committee instead of first attending to the sidewalks and crossings, should see that some gravel was put on the streets, which were certainly in a most deplorable condition.

Coun. Leighton made a plea for crossings on Main street.

Coun. Watts said that all were agreed on the necessity of the crossings on King street and Queen street. Why not allow this motion to pass, simply because there are other places where it would also be advisable to have crossings? Coun. Murphy's amendment went too far or did not go far enough.

Coun. Murphy contended that all the work mentioned in his amendment was necessary to be done, and he could not agree with Coun. Watts' remarks.

Coun. Flemming thought it would be more than wasting money to put gravel on streets at this time of year. He would go for putting down the crossings, as far as the appropriations would allow.

The amendment was carried on this division—Yeas Watts, Jones, Murphy, Churchill, Flemming, Leighton, Nays, Dickinson, Connor.

On motion of Coun. Watts the street committee was directed to proceed at once with the work.

It was decided to pay the bill against the town made by the Parish of Wilmont, for the care of one Colter, which has been the subject of so much discussion in the past.

Grant's Factory.

D. A. Grant has decided to rebuild his his factory and has already got to work. A good number of men are on the scene clearing away the debris and it is expected that the blacksmith shop will be ready for occupation in a couple of weeks. Mr. Grant will put up this fall a building in the rear of his land 60x100 feet, two stories high, with a hip roof. This will contain the woodworking, blacksmith, painting and trimming shops. The machine shop will be in the rear of this, again, and while it may be put up this fall, it is not probable that it will be built till spring. In the front, of these, next the street will be the warerooms and offices, which will be built in the spring. This arrangement of buildings will be much more convenient for Mr. Grant as well as ornamental to the town.

America's Poet Dead.

Oliver Wendall Holmes, the sweet writer and poet of Massachusetts, died at his home in Boston, on Saturday last, in the 81st year of his age.