

THE DISPATCH.

VOL. I. NO. 6.

WOODSTOCK, N. B., JULY 11, 1894.

PRICE TWO CENTS.

AN INQUIRY WILL BE MADE

INTO THE QUESTION OF C. P. R. RATES IN THE NORTHWEST.

Mr. Macdonald Says Farmers are Suffering Under the Present System and Asks for a Commission.—The Premier will have the Matter Looked Into.

There is a very general complaint throughout the land that railway freights are excessive. In Woodstock we have, by painful experience, found this to be the case, and the Board of Trade, at every meeting since its organization has discussed the matter. Mr. Tiffin, the freight agent of the C. P. R. at St. John has admitted that there is discrimination against Woodstock. It is some consolation in our misery to know that we are not alone in respect to railway oppression.

There is a grumbling throughout the country, and the C. P. R. may some day find out the force of the quotation "that corporations are the creatures of the state brought into existence, to subserve the public ends, and should they like the fabulous giant of German romance, attempt to dominate their creator, they must be taught the salutary lesson that the same power which is able to create is equally potent to destroy."

Parliament fortunately is supreme. It has only one master—the people. The question of forcing railways to reduce passenger rates from three to two cents a mile is brought before parliament every session, and the complaints of the oppressed farmers in the west have at length come before the grand inquest of the nation. The following is a report of a debate which occurred last week at Ottawa, on a question of such vital moment to the people of Woodstock and Carleton County.

Mr. Macdonald of Assiniboia brought up the questions of railway freight rates in the Northwest and the building of the Hudson Bay railway. He and Mr. Boyd of Marquette had recently an interview with Mr. VanHorne who told them the C. P. R. were not charging excessive freight rates, for the reasons set forth in a letter addressed to the government. He asked that the contents of that letter be made public. It was clear that the C. P. R. did not intend to reduce the present rates. It was utterly impossible for the farmers of the Northwest to pay the present rates owing to the extremely low prices of their products. He therefore asked the government to appoint a commission to go into the whole matter of their freight rates.

Mr. Davin dwelt on the advantages of a commission.

Sir John Thompson said petitions from the Northwest against the excessive freight rates on the C. P. R., were numerous signed. He read one of those petitions, alleging that exorbitant freight rates were driving settlers out of the country, and that the company refused any redress. The petition also asked for parliamentary aid to build other railways and the Hudson's Bay railway. The petition was considered by the government and the C. P. R. asked what they had to say. A letter dated June 14th, inst., addressed to the minister of railways by the secretary of the company, had been received in reply. The directors of the C. P. R. took the ground, in this letter, that their freight rates up there were lower than those upon any grain transportation in the world under similar conditions, and considering the fact that cars had to be returned empty; and that the cost of fuel was so high, they were therefore unable to see how they could reduce their rates. The directors averred that the Canadian settlers were better off than those in other wheat producing countries, and in the interests of Canada as well as to the company, the directors suggested that the government should compare the condition of the farmers of the Northwest with those of the western states and other wheat-producing regions of the world with regard to the cost of reaching the world's grain markets. The premier announced that therefore a thorough investigation of the subject of the complaints and into all questions which affect transportation in those regions, would be made as soon as possible after the session, either by royal commission, or more likely by departmental inquiry. He was not able to state the range it would take.

STILL IN THE RING

Couns. Connor and Murphy Don the Gloves Once More.

Coun. Connor went for Coun. Murphy because he let his law business and his horse racing interfere with his legislative duties as chairman of the street committee, and Coun. Murphy told Coun. Connor that it was none of his business.

This was about the way of things at a meeting of the town council last Friday evening. This duel between the two councillors is getting to be a stale affair, and it is about time a couple of the other councillors put on the gloves, for a change.

The bother of the matter is that the public suffers by these unseemly squabbles. There is a very prevalent opinion that a road committee is appointed to work in unison and not to engage in oratorical tournaments.

Coun. Connor wanted his street from Connell's foundry, finished. He said it was 400

feet in length, and 5½ feet in width, that the average cost in 1892 and 1893, for arranging and placing and finishing asphalt sidewalk, including labor, was 40½ cents a foot, that in this particular piece of street in Wellington ward there were 244½ square yards, and the cost would be about \$100.00, that the foundation was now prepared, and he wanted it fixed up. He had measured the street.

Coun. Murphy said that the length was more than 400 feet.

Coun. Connor.—How does Coun. Murphy know. He has not measured it.

"I have measured it," replied the chairman of the committee.

"Give us the number of feet," said the councillor from Wellington ward.

"I don't know whether I will or not," rejoined the chairman of the committee.

Coun. Connor complained that he could never find Coun. Murphy when he wanted to talk town business with him. He was at the park with his horse, or trotting in St. Stephen, or down to Fredericton on law business.

Coun. Murphy said it was none of Connor's business. He did not have to ask that gentleman's permission to go and come.

Coun. Connor's motion, which was seconded by Coun. Watts, that the street committee be empowered to lay the sidewalk mentioned, was ruled out of order by the mayor on the ground that he could not make the same motion which the council had rejected at the previous meeting. As far as he (the mayor) was concerned he did not intend to sanction the spending of one cent's appropriation on street purposes, till the committee got together, went over the streets and brought some satisfactory report as to where the money should be spent.

Coun. Murphy said he would agree to have a meeting of the committee, and he would either submit a proposition which would satisfy Coun. Connor, or step down and out of the committee, and let Coun. Connor take his place as chairman. So, the council agreed that the committee should meet and prepare a report to the council for meeting on the following Tuesday.

Backed Over the Bridge.

Mr. Hanford Belyea, who lives about three miles from Rockland Village, on the Coldstream road, and who has been working near Houlton peeling bark, hired a horse and carriage in the latter town on Saturday last and drove home to spend Sunday with his family.

Sunday evening, his son, Ernest, aged 15, took his two little sisters aged respectively 13 and 10 years, for a drive. When crossing the bridge near Orville Nevess' house the horse stopped. When the boy applied the whip the animal began backing and backed over the bridge, children, horse and carriage falling to the bed of the stream, a distance of fifteen feet. The boy was badly hurt, being cut about the head and badly bruised. When picked up his lower limbs were found to be temporarily paralyzed. The little girls were not so seriously injured, but received a number of bruises about the chest and limbs. Dr. Estey, of Hartland, was summoned and under his treatment the two are doing well, and no bones being broken will doubtless soon be about again.

The horse is badly hurt and will probably die; the carriage is a wreck.

Early Closing.

The statement in THE DISPATCH last week might have induced the inference that all or most of the merchants opened their stores on the evening of the second of July, which was "an early closing night." However this was not the case. Almost every merchant in town strongly dislikes the idea of staying in his store every night in the week and the merchants wives are indignant at the idea that business must keep their husbands away from home every evening except that of Sunday. One merchant says he never got acquainted with his family until the system of early closing came into practice. One merchant's wife suggests a general strike on the part of the clerks if the old scheme of keeping open every evening is re-adopted. From speaking with the merchants on the matter it seems there is no need for such vigorous action, as the satisfaction with the present arrangement is all but universal.

Post Office Grounds.

To the Editor of The Dispatch: Sir,—Will you kindly tell me why the grounds about the post office are not kept in some sort of presentable shape? In other towns and cities of Canada the grounds surrounding Dominion buildings are neatly kept. I cannot think this laxity in Woodstock is the fault of the Government. In speaking of this I would call attention to the fact that the post office building is in a measure going to decay, the slate is broken off in more than one place on the roof, and if not replaced soon may result in permanent damage to the building. The attention of the authorities should be directed to this.

T. C. H.

GREAT RAILWAY STRIKE.

DESCRIPTION OF PULLMAN WHERE THE TROUBLE ORIGINATED.

The Old Story of Labor Against Capital.—Wages Cut Down but Taxes Remain High—Wheels of Trade Blocked.—Riot and Bloodshed.

The town of Pullman is the manufacturing centre of the Pullman Car Co. The company owns the town, houses, gas works, water works, and all. On the first of December last the workmen submitted to a reduction in their wages of from 15 to 25 per cent. Since that time their men have been agitating for a return to the old wages, because as they urge, their rents, gas rates and water rates have not been lowered along with wages, and they further say that in spite of the company's declaration, they are not carrying on their operations at a loss, but are making a good profit. The men point out that the rates for Pullman service have remained unchanged, and that a dividend of eight per cent. on their large capitalization was declared by the company at its last meeting. There is also a strong feeling among the men that the government of the town is a despotism, as is very likely to be the case where it is owned from centre to circumference by a great private corporation.

Seeing but small prospect of their demand being granted, the workmen went out on strike on the sixth day of May. Soon after this the American Railway Union, with a membership of 150,000 at its convention at Chicago appointed a committee to investigate into the grievances causing the Pullman strike, and the best means of redress. On the strength of the committee's report, the union ordered a boycott of all Pullman cars unless the company would submit the case to arbitration. This the company refused to do, and what was in its inception—a mere local inconvenience developed a national calamity. As the union represents the employees of almost all the central and western railway companies, they had practically ordered all these companies to reject Pullman cars under a penalty of a general tie up. The roads rejected this demand and the present tie up, which began at Chicago on Tuesday night, is the result.

Each succeeding day has added to the list of roads on which traffic has been suspended. Enormous quantities of perishable freight on the roads between the Missouri and the Pacific, where the lemon is in greatest strength, have been ruined. Passengers have been delayed. Through commerce is suspended.

At first the men sought to accomplish their end by merely refusing to work, but finding this not as effective a means as they wished they soon began a work of incendiarism in the yards and on the buildings of the Railway Co's. from every conceivable quarter of Chicago fire alarms have been rung. Telegrams says "the touch has been applied in numerous instances to cars switch-towers and the like, not to mention an attempt to fire the great armour packing place." The fire department is strained to its utmost capacity to preserve the city. During the riot on the afternoon of the 6th over an incoming milk train a deputy United States Marshall shot and killed two strikers, and later in the day the deputies guarding a Baltimore and Ohio train replied to a volley of shots and stones which the strikers showered on them, by turning their revolvers loose, killing their assailants and wounding a number of others.

At Joliet, everything is at a standstill because the yardmen have gone out and the city water works have shut down for lack of coal. Kansas City is tied up pretty completely. Paralysis continues on the Pacific coast. In New York two bombs have been found in places where their explosion meant great loss of life and damage to property, and which were meant to do damage in connection with the railway strike.

The states of Illinois, North Dakota, Montana, Idaho, Washington, Wyoming, Colorado, California, and the Territory of New Mexico, have been placed under a regime differing not much from martial law.

The Presbyterian.

The Presbyterian of the Women's Home and Foreign Missionary Societies, which comprises all the auxiliary societies within the St. John Presbytery, met in Woodstock on the 4th of July. The Presbytery was organized here in Woodstock about five years ago and since then has grown from a body of very modest dimensions to one of dignity and importance containing no less than thirty auxiliaries within itself.

Rev. James Ross who is the travelling missionary of this Presbytery has lately organized three more auxiliaries.

Miss L. R. Upton of St. John, president of the Presbytery, occupied the chair. The chief features of the morning session were an address of welcome by Mrs. James Ross who has so lately left Woodstock that she is yet, and for that matter always will be, one of us; reply by Mrs. R. D. Ross of St. Stephen, a paper by Miss S. H. McKee, B. A., on Chinese missions, and a paper on Chinese inland missions and their founder by Mrs. H. V. Dalling.

In the afternoon Miss Upton addressed the meeting, presenting her official report which was received with expressions of satisfaction by the meeting. The treasurer's report showed a contribution of \$600 for missions during the year. The Mission Band report as read by Miss G. B. Stevens showed a work for missions last year of \$250.

Mrs. J. E. B. McCready, representing the Home Mission work, read a paper on Home Missions. Mrs. J. McWha, St. Stephen, read a paper on Systematic Beneficence.

The business of the Presbytery was finished in the morning meeting of the fifth, which ended at 12 o'clock. Mrs. R. D. Ross read a paper on The True Mission, which had been prepared by Miss Bessie Barker.

The nominating committee brought in their report which was adopted in the election of the following staff of officers: Pres., Mrs. F. Rankine, Woodstock; Sec., Mrs. G. B. Stevens, St. Stephen; Treas., Miss L. R. Upton, St. John; Vice-Presidents, Mrs. D. Fisk, Florenceville; Mrs. F. F. Fotheringham, St. John; Mrs. J. M. Robinson, St. John; Mrs. McFarlan, Fredericton; Sec. Y. P. W., Mrs. R. D. Ross, St. Stephen.

Mrs. James Ross, St. John, was elected delegate to the General Presbytery Society to be held in Truro, in September, with Mrs. R. D. Ross alternate. The meeting voted their thanks to the women of Woodstock, the trustees of the church, and the choir for kindness received at their hands. Mrs. R. D. Ross invited the society to meet in St. Stephen next year. The Woodstock auxiliary presented Mrs. Rankin, and the Presbytery presented Mrs. McKee, wife of the Chinese missionary, with certificates of life membership in the society.

The women pronounced this closing meeting one of the most enjoyable and fruitful in the history of the Presbytery.

In the evening there was a public meeting in the church at which Rev. K. McKay, Houlton, who occupied the chair, introduced Dr. McKay who has labored so diligently and to such excellent purpose in the island of Formosa. Dr. McKay is a gentleman whose enthusiasm would guarantee success in any cause, and it is matter for congratulation that his efforts have been directed to so good an one.

During a long, but not too long, and very interesting lecture on his work among the Chinese, he took occasion to speak of the Canadian duty on Chinese immigrants which he characterized as a blot on our country. He thought that a Canadian gentleman should be asked to pay a duty on his own wife before he could bring her into the land of his birth was one man could scarcely entertain with calmness. His address, which was descriptive, he illustrated with heathen idols and ladies' shoes brought from the scene of his labors. The lecture was pronounced excellent.

Royal Templars of Temperance.

In the afternoon meeting of the Royal Templars of Temperance on Monday, Grand Councillor Law, of St. John, in making his report referred to the death of Grand Councillor E. C. Freeze, a gentleman widely known and respected in Woodstock. He spoke of the wonderful success of the order during the past year and prophesied even greater things for it in the future. He spoke in highest terms of the work done by J. K. Flemming of this town.

At the evening meeting Grand Councillor Law presided. Mayor Hanson made a strong earnest speech in which he welcomed the visitors to the town.

Mr. T. A. Lindsay, who spoke on behalf of Emerald Lodge, said he felt his "mighty smallness to do justice to his lodge," but at the same time he did it mightily well.

W. W. Buchanan, the editor of The Templar, was then introduced. They had asked him to be short, but he could not. He was not built that way, and his massive frame bore witness to the truth of his remark. He was earnest, humorous, and witty. The impression he made on his audience was a good one.

Harry Rines treated the house to three solos which were highly appreciated as was evidenced by generous applause. There can be no doubt about the quality of Mr. Rines' voice, but he indulges in a great many gesticulations that his warmest friends would hesitate to call graceful, and they certainly mar the unalloyed pleasure conferred by his song.

The rink was filled to its fullest capacity notwithstanding a heavy rain, and the Templars can expect equally large meetings on the other evenings of their meetings.

THE WOODSTOCK BOVINE.

IN THE STILLNESS OF THE NIGHT SHE TELLS HER JOYS AND WOES.

She Approves of the Dog Tax and Thinks Woodstock a Good Place to Live in.—She is of Good Descent and has Aristocratic Blood in her Veins.

The religious editor was travelling homeward in a thoughtful mood from the late meeting of the Synod last Thursday evening when he met the notorious Woodstock cow, calmly meandering along the sidewalk, "chewing the quid of sweet and bitter fancy." She was slightly startled at meeting me, because, as she afterwards told me, she thought it was one Michael who had many a time and oft arrested her pleasant progress through a luscious field of city clover. I thought in my secret heart that said Michael was perfectly justified in doing as he had been accused, but I piously kept my thoughts to myself, and taking a paper and pencil from my pocket inquired of the festive bovine if she would grant me the honor of an interview. She demurred slightly at first, for, as she stated, she had so often been misrepresented by the press. However, on my urgent request, she finally consented to express her views on local politics and a few other topics of general interest.

"Yes, I am in favor of the dog tax, most decidedly so. The very idea of the midnight meal of a virtuous cow being disturbed by a mongrel cur is preposterous in this great Canada of ours." In answer to my queries concerning the hay crop, she said it was rather above the average of past years. She considered it very thoughtful of the Dominion government to allow the grass to grow all about the grounds of the post office, and to leave the gates open. It made a pleasant central location for chewing grass, and then it was handy to get the morning mail about ten o'clock.

"I lived in Houlton before I came to Woodstock," she told me. "I belonged to one of the first families, but a Woodstocker came along and insisted on having me, so, for a consideration I moved from under the stars and stripes and took up my residence 'under the aegis of the British flag.' I find existence somewhat more pleasant here. The boasted liberty of a great republic is a mere fiction."

The poor unprotected female told me while the tears coursed down her delicate cheeks, that vigorous efforts had been made in Houlton to keep her from walking in the public thoroughfares; and that for a number of years she had been unable to appear in a public place except under the closest surveillance; while in this great Canada of ours she found that her race had the greatest liberty of thought and action. "I meander at will through town enjoying life hugely. There are a few people in town who make me tired—people who put on style about their gardens. One man in particular has been attempting to grow a few rare trees along his front fence. I came along one evening and chewed the tender tops off and ate them, after which I carefully pulled them all up by the roots and laid them on the sidewalk. I thought he acted very unreasonably about the affair. I only meant it as a joke, but he spoke to the councillors about it, and an officer was appointed to see that such a thing did not happen again."

"I see with pleasure," she said, "that some of the citizens are doing away with their front fences, it saves me the trouble of looking for the front gate, and I find it a great convenience especially when some irate, inhospitable old crank is after me with a pitchfork."

When I spoke to her concerning our cheese industries, she was very modest, not advancing her own claims at all, but she seemed rather pleased at my knowledge of her family record. She takes pride in the thought that she is distantly related to the Earl of Jersey.

I looked at my watch and found that it was getting toward morning. I thanked my friend for her kindness and resumed my journey home, only once I turned back, and saw her ladyship calmly push open the front gate of one of those tiresome gentlemen who try to keep their front gardens clean, walk in, take a seat on the veranda, and then I went home.

The New York Sun stigmatizes the income tax as "a self absorbed and coldly calculated scheme to make Grover Cleveland solid with the silver men, and to lay a gripping southern hand upon northern flesh." It may be perfectly just and fair and honest that southern consumes should be taxed 47 per cent. for the purpose of enriching the northern manufacturer, and that the wealth thus accumulated in the north should not be subject to an income tax. And it may be that the southern and western advocates of the income tax are dishonest wretches, but THE DISPATCH must confess that it fails to see the thing so.