

# THE DISPATCH.

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## THE MUSINGS OF THE IMP.

WHAT THE ANCIENT ORDER OF INVETERATE GOSPIPS WILL DO.

Froude's Remark about Palmerston—Something of Hurried Biographies.—Wood John Burns be Favorably Received in Woodstock?

The ancient order of inveterate gossips will meet at a certain house in town soon, to discuss the advisability of varying the monotony of their winter operation of destroying reputations, of commenting on the private affairs of absent friends, and circulating vague and questionable stories, by doing a little sewing for the heathen.

The historian Froude was a writer, who dealt with great subjects, and he was a capable and severe critic of politicians. Regarding Lord Palmerston he wrote in 1865; "Pam cares for nothing but popularity; he will do what the people most interested wish, and he would appoint the Devil over the head of Gabriel if he could gain a vote by it."

I was ravenously devouring a newspaper last night, when I ran up against the information that at one of John Burn's meetings, somewhere in the United States, the audience moved, seconded and carried a resolution not to hear the English labor leader because, forsooth, he had previously on numerous occasions stated, that the American constitution was not the perfection of reason; that the city government of Chicago was slightly diseased; that Mr. Andrew Carnegie was a poor moral and spiritual nigger, and that Mr. Pullman was a miserable sinner and a worm of the dust. I can't say I am not surprised that the audience did not want to hear the gentleman talk. As a race, we men are not fond of criticism unless it is criticism of some one else, which as a rule we manage to enjoy tolerably well. Suppose, for example, that some reformer came to Woodstock, hired a hall, gathered an audience together and told them that though there were more churches in Woodstock for its size than in any other town in the province, yet for small sized jealousy, petty spite, and peanut politics among its best men, it also lead the van. And if the outspoken wretch said that our roads and sidewalks were not of just exactly the finest quality; and that our town hall looked like a barn and a very poor barn at that; and the condition of our college building proved, beyond the peradventure of a doubt, that we cared more for our horses than for the education of our children; and that the hesitation of our council to provide a library with the money on hand for that purpose, made it clear to him that our desires set strongly toward the flesh pots of Egypt, how though we would know perfectly well that such criticism was unwarranted, that it arose from a feeling of jealousy of the transcendent perfections of our town, yet we would feel hurt and in all probability would ride the critic out of town on a rail.

If I could get up early enough and could find a suitable "wedding garment," I would be tempted to go to church some fine morning to see if I could not get some of my theological worries settled. I have asked our religious editor for light, but his "tallow dip" is very dim and I am still in the dark, and I come to you, oh, my people, and ask if you can answer these questions of mine. Why is it, for instance, when I am sober 364 days of the year, and then get drunk on the last day of the year, they would remember only the drunk day and forget all about the sober ones? Why is it that when I truthful 19-20 of the time and am apocryphal the remaining 20th seems to be stronger than the larger number. It is not so in mathematics, why should it be in morals? Why is it that, when I play with a bad little boy I come home as corrupt as a member of parliament, and when I play with a good little boy I catch only the measles, or a whipping when I get home. Why is it, oh, ye theologians, that virtue is not as contagious as vice?

Before Sir John Thompson's remains had reached Halifax, the newspapers contained advertisements of a book entitled "The Life and Work of the Late Right Hon. Sir John Thompson." It would be unfair to condemn this work, unread, but, the rush to get the book on the market makes me think that it may not be a very comprehensive or thoughtful review of the late statesman's career. Immediately after Sir John Macdonald's death, a similar course was pursued by hasty biographers. Two or more "lives" were published, and neither of them amounted to much. Whenever you see a notice of the death of an eminent man, in the advertising columns, you

are almost certain to perceive an advertisement of "his life and work." A man may be really great and yet his biography far from interesting. Sir John Thompson's life was not eventful. Of course, Sir John Macdonald's life was unusually eventful. What biographies we have of our Canadian public men have been written so much from a friendly, if not an almost idolatrous standpoint, that their use as history is sadly marred. This appears to be a fault with Mr. Pope's otherwise carefully written life of Sir John Macdonald. The late Alexander McKenzie was not free from the same mistake in his life of Hon. George Brown, and I strongly suspect this new biography will prove more of a eulogy than a plain statement of facts. We are over run with hero worship. THE IMP.

## POSTAGE SHOULD BE REDUCED.

This is the Opinion of the Mock Parliament.—Important Bill Affecting Railways.

While the attendance at the late sessions of the Mock Parliament has not been as large as might be wished, the discussions have been on live questions, and the bills, introduced and debated, deal with practical matters, and are carefully prepared.

On Friday evening the debate on the second reading of Mr. W. T. Drysdale's bill providing for the reduction of postage on letters from three to two cents, and the guaranteeing of the safe receipt of registered letters was continued by Messrs. Dibblee, Ketchum, Waddleton, Lindsay, Boyer, C. L. S. Raymond, Carvell and Drysdale. The contention of those opposing the bill was that the reduction in the postage must mean a loss of revenue, which the country could ill afford to do without. The postmaster general argued cleverly that the country would lose no revenue by the change, and Mr. Lindsay, who voted with the government, contended that the postal department was not run to be a paying institution, but to accommodate the public. The motion was carried by a large majority.

Mr. W. P. Jones, premier, gave notice that at the session two weeks hence, he would move the house into committee on the bill affecting the franchise (woman suffrage). Discussion in committee will be much freer than in the house proper. The bill will be taken up section by section and debated.

The minister of justice moved the second reading of a bill entitled the "Canadian Railway Commerce Act." Its object was to prevent extortion, and unjust discrimination against either a particular person, a particular locality, or a particular class of freight. It combined the best features of the English and American acts, with such modifications as were necessary to bring it in touch with Canadian conditions. The bill established a commission such as the interstate commerce commission of the American act, to hear and decide questions of violation of the act. The commission to have no authority to execute its decisions, which must be executed by the courts, but the findings of the commission on matters of fact to be prima facie evidence of the truth of these facts in the courts. The bill is long, but a great many interesting questions will naturally arise out of it for discussion. The debate was adjourned.

Friday evening next is private members' night. Thus, private business will take precedence. If there is not private business enough to occupy the evening, the discussion of the bill introduced by the minister of justice will be taken up.

## The Town Elections.

The candidates for the mayoralty and for the council remain in the field as reported in the last issue of THE DISPATCH with some few changes. A new candidate publishes his card in the person of W. L. Wise who asks the voters of Kings ward to send him to the council this year. Mr. Wise is an opponent of the non-resident representation idea. He thinks that many people can be found who are residents of Kings ward, to represent that ward without calling on outsiders. Probably this is a rap at J. A. Lindsay, whose card appears in this issue, and whose business is in Kings ward though his residence is in Wellington ward.

A. E. Jones who was on a ticket for the town at large with W. B. Nicholson, C. B. Churchill and H. E. Gallagher, has decided not to run and has withdrawn his card. So far G. W. Vanwart and Miles Moore are the only candidates in the field for Wellington ward, but it was reported yesterday that Coun. Connor has an idea of offering again.

## Warden L. R. Harding.

The County Council met in session yesterday morning at 10 o'clock, Warden L. L. Moore in the chair. Mr. L. R. Harding, of Wakefield, was elected Warden for the ensuing year. Mr. Harding was warden in the years 1869 and 1871, so this is his third term. The council will be in session all of today.

## ABOUT M'KENZIE CORNER.

ONCE IT WAS A BUSY PLACE AND HAD A BOOM.

Interesting Article From a Correspondent. How the Name Originated.—Experiences of Early Settlers.—Andrew Blair's Father Among the First Comers.

McKenzie Corner, like many other places in this county, takes its name from the first settler. Captain Wm. McKenzie was a native of Scotland, and came to this country from Nova Scotia in 1822. He was married in Nova Scotia to Miss Maria McIntyre, and brought his wife with him. Mr. McKenzie received a grant of the land now owned by Mr. Thomas Kennedy, Mr. John Carson and Mr. Walter Hay. He built his first house where Mr. Thomas Kennedy lives now. The country was a wilderness and infested with wolves and other wild animals. When Mr. McKenzie was away, as he often was, Mrs. McKenzie would stay alone with naught save hordes of howling wolves to keep her company, but Providence had endowed her with a brave spirit and unbounded courage. Other settlers came in. The next was Mr. Andrew Blair, father of the present Attorney-general. He received a grant of the land now owned by Mr. Isaac Hatfield, Mr. Wm. Lawrence and Mr. Hoyt. He lived on what is now known as the McNeil place, bought later on by Mr. Blackwell Lawrence. Mr. Hatfield was among the first settlers. He lived where his son Mr. Isaac Hatfield lives now. Among the earlier settlers were Mr. John Stillman who lived on the place now occupied by B. B. Carpenter, and Mr. Chapman who lived west of the present Cheese Factory. The buildings have since been burned down.

The first settlers of McKenzie Corner escaped none of the trials and privations which follow settlers in a new country. When the first people came the country was, as I have said, an unbroken wilderness untouched by the axe of civilized man. There were no roads. People travelled on paths through the woods, marked by "blazes" on the trees, and carried their dry goods and groceries on their backs. When Mr. McKenzie first came here there was only one store in Woodstock, and people had to go to Fredericton for what they could not procure there. In those days one could not go to town, take the train and be in Fredericton in a few hours as one can now. One had to go to the river and take a canoe and row to Fredericton. A journey to Fredericton and back in those days took a week. This was in the days before matches were invented and people kindled their fires by striking a piece of flint with steel to make sparks which would set fire to a piece of "spunk" which was the dried heart of an old tree. If the flint would not work they had to take a shovel and go to the nearest neighbors for coals. One morning a man had to go two miles to get some fire before he could get his breakfast.

In a few years people made "corduroy" roads, that is roads made over the soft places with poles laid one beside the other, and one on the other. Then the settlers got oxen and after a time there was one horse in all the settlement, and later on a man who could afford an old thorough-breed wagon was considered a person of property.

After the county became more settled a store was opened at the Corner by Miss Lena Tompkins and was afterwards bought by Mr. J. Y. Hoyt. Quite a sensation was caused by the building of the New Brunswick railway in 1860. A large number of people came to McKenzie Corner to settle and it was a more thriving place than it has ever been since. The land was surveyed into lots for a town, which was never built. At this time McKenzie Corner could boast of four stores kept respectively by J. Y. Hoyt, S. T. Plummer, T. W. Jones and A. Yerxa. The first shoe shop was kept by Nelson Baker, the first blacksmith shop by John Mores, and the first saloon by G. Debee.

The railroad was taken up between Debee and McKenzie Corner and removed to Debee and the trade was drawn to the former, and McKenzie Corner is no longer a business centre. Many of the people followed the railroad and business became so dull that the store keepers folded their tents like the Arabs and as silently stole away, until there was neither store, shoe or blacksmith shop open. But churches now take the place of stores, and religious enterprise the place of mercantile activity. There are now three churches at McKenzie Corner, Presbyterian, Methodist and Baptist, and all largely attended. The Presbyterian was the first church built at this place, and has long since ceased to be a church being now used as a store-house. The present church was built under the superintendency of the late

Dr. Hunter, who was also the first minister to preach in it. There is in the Presbyterian cemetery a handsome stone erected to his memory by "his friends." Dr. Hunter was succeeded by the Rev. Dr. McLardy, and he in turn by Dr. Kidd. The Rev. Kenneth McKay afterwards had charge of the parish for many years. Rev. Joseph Barker is the present minister. He is a native of Sheffield, Sunbury Co., and had charge of the Congregational church there for many years. He removed to McKenzie Corner some five years ago. There is also a Christian Endeavor society in connection with the Presbyterian church which meets every Sunday evening and is largely attended, especially by the young people. The present Methodist church is the second which has been built here. The present edifice is a large and roomy building and was painted two years ago. Rev. C. Frizzle has charge of the Methodist congregation at present. The Baptist church is built on "the hill" and appears as if overlooking the Corner. The Baptist church was painted last summer. Rev. Calvin Currie attends to the spiritual wants of the Baptist community.

The present school house is the third which has been built here. It was erected in 1882. It consists of a large school house and wood shed attached. There are nineteen houses in the district and some one hundred persons. The Band of Mercy register shows an enrollment of fifty-six, nearly all pupils who have attended the school. The school house is capable of holding two hundred persons as was proved last winter at a concert held therein, and in consequence of which a large copy of Websters International Dictionary was added to the school library.

In 1891, C. L. Tilley & Son built a cheese factory at McKenzie Corner. As there was no other suitable place the store and hall owned by B. D. Hoyt was changed into a factory, and now the silence of the early summer morning is broken by the rumble of the milk cart, milk being received from five till eight a. m. The farmers find that it pays to get to the factory early, not that they may get early to their other work, that is a secondary consideration, but that they may get the skimmings of the whey tub. Some farmers take the value of their milk in cheese, and others sell their milk at seventy-five cents per hundred lbs. In order to make his factory an established fact, Mr. Tilley required the farmers to sign a paper binding them to send their milk for five years. There are various opinions as to whether the factory "pays" the farmers. All are unanimous in their opinion that it pays Mr. Tilley, and also that it is appreciated by those who sell butter, and as a rule the farmers wives and daughters appreciate it most.

McKenzie Corner is essentially a farming country and a prosperous one to judge from the many farm houses and barns of the farmers. And now, instead of the hum of business, the ring of the anvil and the whirl of the merrie dancer, the rattle of the mowing and reaping machine is heard, the lowing of the cattle the bleating of the sheep, the singing of the steam from the factory, and on Sunday the sound of the Gospel is heard from the three churches.

## Prohibition Convention.

A convention made up of delegates from a number of the churches and temperance organizations of Carleton county, met at the R. T. of T. Hall Woodstock, Thursday afternoon last, to consider the expediency of nominating a temperance candidate to represent Carleton county in the House of Commons. Charles L. Smith was chosen chairman and John S. Leighton jr., secretary. Very soon after the meeting opened party politics crept in. Each party seemed to think the other was looking for some advantage.

A resolution reading:—"We whose names are hereto attached promise to work in this convention solely in the interest of Prohibition regardless of its effect on either of the political parties" was introduced by J. K. Flemming, and after two hours of fighting was carried. Immediately the following resolution moved by G. A. White and seconded by W. B. Nicholson was put to the meeting.

"Whereas for a number of years past there has been a candidate belonging to one or more of the old parties pledged to vote for prohibition. Therefore, resolved, that this convention do not now nominate a prohibition candidate; but if neither of the old parties at the coming election nominate a candidate pledged to prohibition, that this convention convene at the call of the chairman for the purpose of nominating a third party candidate which nominee we pledge ourselves to support."

This resolution was at once carried without discussion, by a vote of 19 to 12 and the convention adjourned at the call of the chair. In the evening a public temperance meeting was held in the Town Hall. John Price presided. The speakers were Revs. J. H. Cahill, Mr. Coy and Daniel Fisk.

## RAILWAY RUMORS.

WILL THE TEMISCOUTA CONNECT WITH THE B. & A. SYSTEM.

It Looks as if it Would.—Applications to Parliament.—What of the Woodstock & Centreville Road.—Something Should Come of the Many Schemes.

There is a good deal of talk of railway extension in these parts, and between the various schemes which are proposed, one or the other is likely to materialize in the near future. The idea of a line from Woodstock to connect with the B. & A. at Houlton has not by any means dropped. The building of the Woodstock & Centreville road, which has hung fire for such a very long time, it is said, will be carried on this spring. When a change was made in the directorate at the meeting in October last, and the contract for the construction was given to Killen & Moninger, it was remarked that the new meant business, Mr. Killen was expected to come back to Woodstock immediately, and take the initial steps in practical operations. But, he has not appeared yet, and as far as the public are aware the Woodstock & Centreville road is as much a concern on paper as it has ever been. The ways of the railway contractor are past finding out. Some weeks ago it was rumored that the Grand Trunk Railway Company was behind a scheme to extend the Temiscouta line to St. Leonards, bridge the St. John between that point and Van Buren, on the American side, and thus make a connection with the B. & A. system. As many people are aware the dominion government has granted subsidies towards the erection of three foot bridges across the St. John in Madawaska county. Messrs. Malcolm & Ross are now applying to parliament for the incorporation of a company with limited liability to build bridges across the St. John at Clair, St. Hilaire, Edmundston and St. Leonards. It is the aim probably of the contractors, to get the subsidies granted for foot bridges transferred to railway bridges. Messrs Malcolm & Ross have been understood to say that if the B. & A. extend their line from Caribou to Van Buren, the Temiscouta will be built to St. Leonards to meet them. This section of the country would then have an alternative line to Quebec, Montreal and the west.

This having been accomplished, if Messrs. Killen & Moninger come to the front and carry the Woodstock & Centreville up to the American border and connect with the B. & A., Woodstock would be no longer at the mercy of one railway concern. It may be said, as a pretty sure thing, that the Woodstock & Centreville railway will not be built as a local railway, for the simple reason that as such it would not pay.

The Bangor & Aroostook seems the centre of attraction for branch railways just now. A while ago a delegation of American capitalists and Restigouche people met with representatives of the local government, and consulted on the question of the construction of a line of road to connect Restigouche with the B. & A.

Notice is given in a local contemporary that application will be made on behalf of the Temiscouta Railway Co'y for power to extend their line from the point to which they are now authorized, to build their line to a point on the Intercolonial Railway at Berry's mills, or Moncton, or some intervening point. The point to which the Temiscouta company is now authorized to build their line is St. Leonards.

The gentle reader will perceive that of planning many railroads, like the making of books, there is no end. We may at least rest in hope that some of the schemes will arrive at fruition. Woodstock will not want to be passed by in the deal.

## Houlton's Sidewalks.

Houlton seems to have to resort to extra exertions to keep its streets in a good condition during the winter. According to the Aroostook Pioneer the sum of \$500 was appropriated last spring to keep the roads and sidewalks in passable condition during the winter. But it appears that this money with all the other road appropriation has been spent, and now the tax payers of the town have been asked to contribute a small amount, each, to keep the sidewalks open during the winter. Mr. Wilmot Brewer is employed by the town to gather the money, and the Times says the contributions are being cheerfully made.

## Knighted.

On New Years day Mr. McKenzie Bowell, the new premier of Canada received the honor of knighthood and he is now Sir McKenzie Bowell.

The personal estate left by John Walter of the London Times, amounts to £277,575 net.