

THE WOODSTOCK DISPATCH.

ISSUED WEDNESDAY

From the office, 46 Queen Street, Woodstock, N.B.

Subscription price \$1.00 per year.

Advertising rates made known on application.

P. O. Box E.

Telephone.

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Editors and Proprietors.

WOODSTOCK, N. B., JULY 10, 1895.

STANDARD TIME.

In the Dominion Parliament, when the government wishes to get rid of an embarrassing question, it is referred to a royal commission. Our town council has a way of unloading its delicate questions on a committee, which is supposed to forget to report.

But the committee on standard time surprised the council. It actually went to work, did its work thoroughly and reported. At the meeting last night, week, Couns. Nicholson and Bailey who were the committee reported that they had interviewed the manufacturers, the foundrymen, the millowners and the merchants. The manufacturers, the foundrymen and the millowners were unanimously in favor of the adoption of standard time; the merchants almost unanimous. One would have thought the council's action was plain, and that having taken the opinion of the people, they would have adopted standard time at once.

Coun. Nicholson moved that the council adopt standard time, but no one was found to second his motion. An amendment by Coun Carr that the report lay on the table until next meeting was carried.

As far back as the first of February the question came before the council. A large majority of the members expressed themselves in favor of standard time, but it was thought wise to appoint a committee to interview the citizens. Prior to the matter coming before the council, the board of trade had passed a resolution, urging the council to make the change.

The position then is this. The board of trade, representing the business interests of the town, has pronounced in favor of standard time. The town council has expressed itself in favour of standard time. The interests which the council's committee consulted have declared in favor of standard time. Why then the delay?

Is there any oracle to be interviewed before the fearful innovation may be introduced?

Is the sun to be requested to stand still half an hour to accommodate Woodstock's town council?

It is about time that we gave up hacking at our noses to spite our faces. Our relations with the railways are becoming more intimate every day, as Coun. Carr has again and again told the board of trade. The railway systems have adopted standard time. On the other side of the line the bother of two times was found inconvenient and the astute Americans immediately made a change which would end the bother. Why should we not be as wise as our cousins?

We may express a preference for the time we now use, but it is quite plain that standard time it becoming the order all around us and it appears that the plain duty of the council is to carry out the change, which their own committee has reported is favorably looked upon by the citizens.

Having adopted standard time, a man may still carry his watch or clock half an hour ahead of time if he so wishes. There will be no inspection of watches and clocks. But let us have one time by all manner of means. After a fair trial if the people are opposed to the new departure it will not be a criminal offence to revert to the old order. But, we prophesy, no one will desire to do so.

CHEAP TRAVELLING.

Mr. W. F. McLean, M. P., and editor of the Toronto World, brings the subject of railway passenger rates before the attention of parliament each session. He strongly advocates the interference of the government to reduce the mileage rate from three to two cents. He has not succeeded so far, but patience and perseverance work wonders.

Certain it is that railway travelling is an expensive luxury. As a matter of fact the ordinary traveller pays a shade more than three cents a mile. By purchasing a mileage book costing ten dollars he gets something of a reduction, but only those who are constantly on the road take advantage of this provision. The casual traveller has to pay a high rate.

The railways in this country are more or less the property of the people of the country. The people have paid liberally for their construction, and it is fitting that the people's representatives in parliament should bear this fact in mind.

Of course the railway authorities should know their own business, but to an observer it seems that cheaper rates would mean more extensive business and passenger traffic.

Now that the C. P. R. connections are such that one may leave Woodstock or any other point in the morning, spend several hours in St. John and return in the evening, a special excursion rate on Saturdays would

appear to be a good thing, profitable alike to the people and the company. Is not a hint of this kind worthy the consideration of the C. P. R.?

GRAND JURIES VS. COUNCIL.

In a report of the proceedings of the York County Council it is mentioned that certain improvements are to be made in the gaol. One councillor remarked that the gaoler was entitled to the improvements.

We have the same thing to say of the Carleton County gaol. The grand juries recently recommended that improvements be made; but we have heard nothing further of the question. Either the gaol wants looking after or it does not. If it does, as these juries have said, what excuse have the council for delaying action? If it does not, what excuse have the grand juries for making uncalled for recommendations?

Tobique Valley Railway.

The Tobique Valley railway is cutting more of a figure in parliament just now, than it has cut since its completion, in the district which it is supposed to serve. A correspondent from Ottawa to a syndicate of newspapers has the following to say of the road: Acting under a provincial charter from the New Brunswick government, the Tobique Valley Railway company applied to the dominion government for subsidy. There was a strong opposition shown in parliament to the granting of a subsidy to this little railway of only 28 miles in length as it was shown that owing to the sparsity of population along the projected route there could be but little or no passenger traffic. This was in 1887. The expenditure was justified by Costigan, on the ground that there were valuable plaster or gypsum deposits at the terminus of the road the construction of which would develop these. After a determined fight John Costigan got his subsidy through the house. So interested was he to secure the dominion subsidy that everyone remarked the energy John Costigan was throwing into the job he had in hand.

He was not satisfied with small favors but again came to parliament for more subsidy and yet again until the total subsidy he scooped in out of the treasury for the Tobique Valley Railway aggregated \$134,000. As I have before stated, owing to the dullness of the gypsum or plaster trade this interesting little railway is hung up, not even compelled by the government, of which Costigan is a member, to afford the people residing in the country through which it passes, either passenger accommodation or a means for the transportation of their farm produce to market. The question is now asked whether the government, after paying \$134,000 of the people's money this railway intend allowing the company to hang up their trains until there is a demand for John Costigan's plaster or whether they will take this hint and force either the original company or the Canadian Pacific to carry out the terms, as regards train service, upon which the subsidy was voted. The road was completed in 1893 and in 1894 it was leased to the Canadian Pacific Railway Company on condition that they would run at least one daily train over it. When I state that the total gross earnings of the road have only been three thousand dollars since it was completed, some two years ago, it will be seen that its advantages to the country have been nil. Neither has the Tobique Valley nor the Canadian Pacific Railway been obliged to operate the road in accordance with the terms upon which the subsidy was granted and there must have been some very powerful influence at work near the throne to prevent the enforcement of the law by the railways department here. It is true plaster trade has been dull for some time past but is that any reason why the road that has pulled in \$134,000 out of the Dominion treasury, and Costigan is a member of the treasury board, should be hung up?

Mr. Costigan was much put out at some reflections cast on him with regard to this road, and has insisted on a committee to inquire into his connection with it.

The Upper Chamber in New South Wales.

During the course of a speech delivered at the last free trade meeting, Prime Minister Reid said he would not object to a legislative council, the members of which were nominated for life, if it only regarded the will of the country. A house consisting of crown nominees was an absurd anomaly in a democratic constitution, but he would not trouble to interfere then with it, so long as it respected the electors. The Legislative Council had however, set itself against the will of the people, and the time had come to deal with it once for all. The country had been promised free trade and direct taxation within a twelve-month. The people had not got there yet, and something must give way. The something would not be the electors.

Mr. Reid asked the people to empower the government to reform the constitution. He proposed, he said, to introduce a bill that would provide when a measure had passed the assembly and been rejected by the council at two consecutive sessions, it should be submitted to a referendum of the electors during the recess at the end of the second session. He hoped thus to terminate the deadlocks of the houses. Failing other solutions the Imperial Government would be asked to grant a workable constitution to the colony, including an elective council, the members of which would be elected under a superior franchise. It was not intended that this council should be superior to the assembly, but that it should be merely a revising chamber.

Charged With Wife Murder.

Napoleon Demers has been arrested, charged with the murder of his wife, in St. Henri, Montreal. A full report of the case was in last issue of THE DISPATCH. There is no positive evidence against the prisoner, but the circumstances point to him as the author of the crime, stronger than anybody else. Indeed, nobody else appears to be suspected. Demers will be tried at once.

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- 8 Pkgs. Parke Davis & Co.'s Products.
- 2 Cases Choice Brown Nutmegs
- 15 Gross Diamond Dyes.
- 1 " Lactated Food.
- 5 " Wilson's Root Beer, (10c. size.)
- 40 Cases Tanglefoot Fly Paper.
- 30 Reams Wrapping Paper.
- 1 Bale Twines.
- 75,000 Paper Bags.
- 15 Gross Carter's Ink.
- 1 Bale Whole Cloves.
- 10 Cases Logwood.
- 1 Case Fishing Tackle.
- 25,000 Cigars.

H. PAXTON BAIRD.

CASH FOR WOOL.

The woollen mill was started two years ago as a one set mill. The people of Carleton county were quick to appreciate the advantage of such a factory, and the liberal patronage given it encouraged the company last year to enlarge their operation, and by additional machinery, double its capacity, making it a two set mill. This year they propose to increase the Production and to Reduce the Price of all their goods, but to keep the quality up to the former high standard—and to pay half CASH FOR WOOL and the other half in goods at cash price. We will buy all the wool skins offered. With thanks for the past patronage the company look to the future with confidence that the people of our county will patronize our home mill. We make Cloth, Blankets, Flannels, Shirting, Yarn and all such goods. We also make custom yarn, and card wool into rolls.

Woodstock Woollen Mills Co.,
(LIMITED.)EVERYBODY'S
Shoes

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Prices.

Our stock of fine, medium, and cheap shoes is now complete in every style, for Men, Women, and Children. We can satisfy any want or any size pocket-book, and it costs you nothing to critically examine our incomparable shoes. Better do it today.

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Fredericton Sewerage.

Fredericton, it appears by the Gleaner is going in for a system of sewerage. The citizens there, as here will be called upon to vote on the question. The Gleaner says:—"In the meantime, however, the Council will request the City Engineer to take elevations and prepare a plan of the City for the information of engineers who may be consulted as to the system and the probable cost. The City Clerk has already communicated with Mr. F. A. McInnes, C. E. of the Boston Engineering department, and a former respected resident of Fredericton, on the subject. Mr. McInnes' views are entitled to weight. He is a competent man and has an intimate knowledge of the city. He will not, however, he says in his letter to the City Clerk, be in a position to undertake to submit a plan and to oversee the work within a reasonable length of time, and he recommends a Mr. Coffin as a competent and a clever man in the business. The council should not confine themselves to the opinions of one or two engineers in a work of such importance."

Christian Endeavor Convention.

Today there opens in Boston one of the most remarkable meetings—and it is certainly the largest religious gathering—that has ever assembled in America. From the information already received in Boston, there will be more than fifty thousand delegates present during the five days of the Christian Endeavor Convention, to July 15th, and these will represent every State in the Union, and Province in the Dominion of Canada, and no less than seventeen different nations. During the short time the Christian Endeavorers will be in Boston more than two hundred and fifty meetings will be held, and over a thousand addresses will be delivered by different speakers.

NOT STRANGE.



A man came to our store the other day, looked over a suit, asked the price, we told him, he then says how much will you take for it? We answered him we had One Price and his money back if he was not satisfied. He bought the suit and afterwards said he liked our system, he disliked to waste half an hour arguing prices. He liked to step in a store buy, pay and go his way and know he was getting value—he like others realize we are shaving the prices and giving honest goods for the money.

We wish specially to call your attention to our fine line of Pants—have between 600 and 700 pairs, all grades, all patterns to fit big men, little men or boys, prices \$1 to \$5. The finest, biggest assortment ever shown in this county.

OAK HALL,

One : Price : Clothing : Store,

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The New Patent Dress Distender.

FIBERINE

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IN ALL QUALITIES.

—AT—

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\$10.00:

Summer Suits Made to Order at

W. B. NICHOLSON'S

—FOR—

Ten : Dollars.

YOU CAN GET

—AT THE—

Hartland
Cash Store.

—A PAIR OF—

GOOD CORSETS

—FOR—

25 CENTS.

I also have the

Jackson Corset Waist,

The

Watch Spring Corset,

And the

E. T. Corset.

W. F. THORNTON, Hartland, N. B.

RAILWAY TIME TABLE.

DEPARTURES.

6.00 A. M.—MIXED—Week days: For McAdam Junction, St. Stephen, St. Andrews, St. John, Bangor, Portland, Boston.
7.05 A. M.—MIXED—Week days: For Aroostook Junction, Presque Isle, etc.
8.00 A. M.—MIXED—Week days: For Houlton.
11.50 A. M.—MIXED—Week days: For Fredericton, etc., via Gibson Branch.
12.25 P. M.—EXPRESS—Week days: For Presque Isle, and points North.
1.00 P. M.—MIXED—Week days: For Houlton, and McAdam Junction.
4.23 P. M.—EXPRESS—Week days: For St. John, St. Stephen, St. Andrews, Vanceboro, Sherbrooke, Montreal, and all points West, North-West, and on Pacific Coast, Bangor, Portland, Boston, etc.

ARRIVALS.

10.00 A. M.—MIXED—from McAdam Junction.
10.25 A. M.—MIXED—Week days, from Presque Isle, etc.
10.45 A. M.—MIXED—Week days: From Fredericton, etc., via Gibson Branch.
12.23 P. M.—EXPRESS—Week days, from St. John, St. Stephen, St. Andrews, Bangor, Montreal, etc.
4.20 P. M.—EXPRESS—Week days, from Presque Isle, Caribou, Edmundston, etc.
6.00 P. M.—MIXED—Week days, from Houlton.
10.00 P. M.—MIXED—Week days, from St. John, St. Stephen, St. Andrews, Bangor, Bangor, etc.

JOB PRINTING done at this office. BOOK BINDING