

THE DISPATCH.

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WOODSTOCK, N. B., APRIL 20, 1898.

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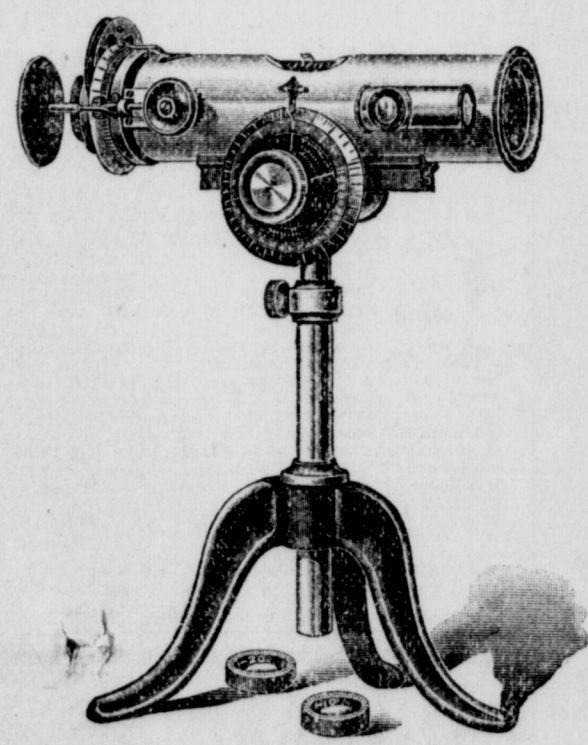
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THINK BEFORE YOU GO WEST

Advice Worth Cogitating Over From One Who Knows.

Experience of a Party En Route For The Golden Fields.—Their Troubles Begin Early.—Funny Settlements.—The Death of Mrs. Stephen Smith.

I am now enroute for that land of gold, Klondike, am here waiting for boats. Well, I promised to give you a write up on my trip, that trip that came so near giving Mr. Nigger a golden harp and depriving the readers of your valuable paper of such a famous writer. To make a long story short, I left Woodstock on March 22nd, arrived in Montreal 11 o'clock a. m. When we left Montreal the train was chucked a block, six coaches, three box cars loaded with baggage, baggage cars ahead, all for the west. On March 24 arrived at Chapleau, stopped 10 minutes for lunch, March 25 arrived at Fort William, 7 o'clock a. m. About 8 miles from English River we met with a slight delay by the train leaving one of our coaches on the side track. Then we started again. The engineer took it in his head to make up some of the lost time and in his haste we were ditched. Three miles east of English River five coaches left the rail. Three were turned over on their sides, one was on the ties while the other that did not turn over on its side had struck a telegraph pole, and was about 12ft from the rail. As soon as I got out of the wreck—and I did not go out the door either in my hurry—but used the window, I went around to the door broke it in and began to pass the ladies out first. The cries for help would deafen one. We got the wounded out. There were about 25 wounded more or less. One man we found in a dying condition under the front end of car. I helped to dig him out of the snow. He was gasping when first discovered. By the time we got him up on the track he was dead. His head was broken in several places. I went through his pockets to find out his name but did not. Afterwards I found out his name was Frank Murrett, Detroit, Mich., married, wife and two children and about 45 years old, was enroute for Klondike. Another young man we found under the coach next to the hind one. He was mortally wounded, his back was hurt if not broken. While I was watching with him or over him in the car that had not turned over, he wanted me to give him a pistol to end his sufferings. I have since learnt that he died. He was also from Detroit, Mich. His father was on the train with him. We were wrecked 11.45 a. m., and were there in the snow till the train came from Fort William, which was 6 o'clock p. m. Up till then we had no doctor. Our lot seemed hard, wrecked there so far away from medical aid in three feet of snow, and miles and miles from no where. The ties seemed rotten. I pulled the spikes out from the rotten ties with my fingers. The rails were turned over for 75 feet back. The track is not fit to run a wheel barrow over let alone, a loaded train and that with human freight. As soon as the relief train came from Fort William we boarded her and arrived in Winnipeg between 10 and 12 on Mar. 26. I went up to the C. P. R. Claim Office and saw those, who were hurt in the wreck, settle. One young lady lost a hat, she got \$4 for it. Another soiled her skirt, she got \$4. One man got his neck cut. He got \$5. A poor darkey, who had his hand cut and that very badly, will not be able to work for 4 or 5 months. They offered him \$15. One fellow wanted \$5 for his leg which was hurt, and one of the C. P. R. officials told him to take a walk to himself and his leg would be all right. We left Winnipeg at 2.30 p. m., were wrecked again in going over the mountains. We ran 30 or 40 miles without a bell rope. I would advise any one thinking of going West to stay home but if they are bound to go, to insure themselves well. In Vancouver there are today 1700 idle men, who cannot get work at any price, and every train is bringing more and more. This country is doomed to death. I would not give Carleton County for all of the North West. I would say to any one who thinks of leaving N. B. to better himself, to stay at home. This country is dead. The Klondike business is a fake. The C. P. R. has a Klondike and the poor working man who comes west will soon find himself wishing himself back while the C. P. R. grows richer and richer as time goes by. That Book of Books says wise men came from the East. I don't think so. I think a man who comes west to better himself after being advised is a fool. Stay home. N. B. is worth all of the North West. Thanking you for space. I remain,

Yours truly,

FRANK E. MCGEE.

A PROMISING INDUSTRY.

First Annual Meeting of The Canning Factory Company.

The annual meeting of the stock holders of the Maritime Pure Food Company was held at the company's factory on Monday. There were present, Pres. H. P. Baird, Vice Pres. Lee Raymond, Sec. Treas. J. C. Hartley, Manager F. B. Greene, Williamson Fisher, Alex. Henderson, A. D. Holyoke, James Good, Ham Seeley, Elisha Slipp, Ed Slipp, Burton Bedell, J. T. A. Dibblee, Chas. Carman, Charles Bull, Charles Appleby, W. H.

DeVeber, Charles Ketchum, S. Havens, Chas McLean and J. Frank Tilley, Dairy Commissioner. Pres. Baird made his annual address and spoke with great gratification of the work of the company during the past year and expressed bright hope for the future. J. Frank Tilley, at the request of the directors made a statement as to the advisability of operating a creamery in the factory during the winter months. He advised having skimming stations at Canterbury Station, Benton, Debec, Hartland, Florenceville and perhaps other points, where cream could be separated and shipped to the creamery. The management could take the cream make butter at a charge of 3 1/2 cts. per lb. to the farmers, the butter and give the suppliers of milk the proceeds. It might be expected that the output would reach 2, 3 or even 4 tons of butter a month in the winter if the milk was available. The market would readily take the product. The Sussex creamery had last week orders for 7 tons of butter that they could not fill. The shareholders asked the directors to take the creamery question into consideration and report.

Mr. Hartley made the financial statement to the shareholders. It was a good one. A dividend of 4% was declared, to be paid May 1st. An amount about equal to this is carried to the rest fund. The following of directors were appointed, H. P. Baird, W. Fisher, J. C. Hartley, Lee Raymond, Jas. Good, Elisha Slipp and J. T. A. Dibblee.

Votes of thanks were extended to the directors and to the manager for their efficient labour. At the meeting of the directors the old officers were reelected.

PENSION INCREASED.

Old Crimea Veteran Who Can Show Wounds.

Crimea veterans are becoming rarer as time flies. We have a few of them yet in this province, and one, Michael Burns, is a well-known resident of Woodstock. "He jests at scars who never felt a wound," but Michael doesn't make light of war. He has two good reasons to remember the meaning of war. He was all through the war, and was present at the battles of Alma, Balaclava, Inkerman and Sebastopol. He served in the trenches before Sebastopol, and it was while in this service that he received two severe wounds. He came out of the big engagements all right, but on the 22nd of March 1855, he received a severe bayonet wound on the right side, and a musket shot through the right arm. This disabled him from duty, and he was put on the sick list. After the war Michael received a pension of nine pence a day. Within the past few months through the exertions of Lt. Col. Vince and Dr. Hand this pension has been increased to 15 pence a day.

Has it Bad.

Someone has sent THE DISPATCH a copy of the Bangor News of April 11th containing a communication from one J. M. Ramsay of Mapleton, who, it appears has the war fever bad, and seems to be disposed to go and "whip all creation" himself, if the army and navy forces of the U. S. do not undertake the job. This obstreperous gentleman is very anxious that "the principle language spoken in H—ll for the next three months will be Spanish." He not only is after the bodies, but actually means to dispose of the souls of his enemies. He thanks God that there are no "peace at all price" men in Aroostook, and makes this graceful allusion to us on this side of the line:— He writes:—"We don't know of any in Aroostook, but there would probably be a few, who would feel like "American citizens" and would skip across the border in case of war, and join that small colony over there of cowards and dead beats." It is not likely this same J. M. Ramsey amounts to anything, but he should be given an opportunity on a torpedo boat destroyer if war breaks out. Then if he would learn Spanish he would not be lonely, if fate takes him to another world, at an early stage of the war.

Death of Mrs. Stephen Smith.

Mrs. Stephen Smith, relict of the late Dr. Stephen Smith, died in Montreal early on Thursday morning last. Mrs. Smith had gone to Montreal about a month previous, on a visit to her nephew Mr. Marshman Brayley. She was taken ill with a bad cold, which developed into pneumonia. Dr. R. E. Guy Smith was notified of his mother's illness which early showed serious symptoms. He immediately left for Montreal, and on Easter eve was enabled to wire his wife here, that his mother's condition was much improved. For a day or two the improvement continued but on Wednesday a very severe turn for the worse took place, with the sad result already noted. The remains were brought to Woodstock on Friday last, and the funeral took place on Saturday afternoon from St. Luke's church, Ven. Archdeacon Neales and H. E. Dibblee officiating. The remains were interred in the cemetery.

AMATEURS ACT WELL.

The U. D. C. Put on the Time And The Hour In Good Shape.

Appreciated by a Good and Critical House.—Railway Employees Will Not be Removed.—An Interview With Mr. Timmerman.

"Time and The Hour" put on by the U. D. C. on Monday night, drew a full house. Following is the cast:—

CHARACTERS.

Sir Philip Deverell,..... Frank J. Morton.
Franklin, A Banker,..... A. D. Holyoke.
Charles Franklin, His Son,..... William Hill.
George Aymer,..... Edgar W. Mair.
J. Montgomery Brown,..... Norman Loane.
Sparrow, Franklin's Clerk,..... C. S. Baker.
Medlicott, A Bill Discounter,..... G. B. Manzer.
Mrs. Montgomery Brown,..... Miss Jennie V. Hay.
Lucy Fairfax, Franklin's Neice, Miss Zula V. Hay.
Marian Beck,..... Miss Ada K. Boyer.

It goes without saying that Mr. Morton handled his part, a heavy one, with success. Miss Jennie Hay has the elements of a successful actress. She did her work excellently. Charles S. Baker is a rich comedian. Dr. Manzer's make up lent a rare attraction to a tough and comical part. He received an ovation on his last appearance. Miss Boyer and Miss Zula Hay had serious pieces to speak, and did them well. A. D. Holyoke as a rich banker and bereaved father carried off solemnity and sorrow very well. E. W. Mair made a very potent lover and Norman Loane is always at home in a comedy part. It is rather a heavy piece to play, but the U. D. C. did their work well. The new scenery, painted for this play by Mr. Morton was well done.

The features between the acts were attractive. Mrs. A. A. Brewer is always welcomed by a Woodstock audience. Miss Alterton played the accompaniments. Miss Stafford, an accomplished violinist, is an acquisition to a local entertainment.

Trainmen Will Not Go.

A SPECIAL meeting of the Board of Trade was held on Saturday morning to consider the question of the removal of the railway repair shops, and of the engineers, brakemen and other employees, who live in Woodstock, and upon whom official pressure was said to be brought to induce them to make their homes at McAdam. There was a good attendance, President George B. Lmain in the chair. A communication from Mr. Sutherland District Freight agent was read in which he express his willingness to again meet the board and discuss the question of freight rates, although he expressed the opinion that Woodstock should be satisfied with conclusions already obtained. It was decided to ask Mr. Sutherland to visit the town at an early date and confer with the board. J. T. A. Dibblee, M. P. P., stated that the engineers and firemen had waited upon Mr. Timmerman with respect to a grievance, what they considered their removal to constitute. Mr. Timmerman said he would give the matter favorable consideration. Reference was made to the agreement between the town and the railway company made in 1891, under which the town gave the company water at cost and erected a hydrant near the railway works. They also provided two lights on in the yard, and another at the Queen street station. The company was to continue, in exchange for this, their work here. It being learned that Mr. Timmerman was coming down on the afternoon train the following were appointed a committee to wait upon him and discuss the matter with him:—The president, vice-president and secretary of the board, the mayor of the town, the town clerk and J. T. A. Dibblee, M. P. P.

Mr. Timmerman received the delegation courteously. Mayor Hay explained the object of the interview. Mr. Timmerman said that there was really no cause for alarm. It was true three freight crews had been removed, but it was the intention to go back to the old system. Employers of the railway, who had their homes and property here would not be interfered with. At the same time the company had the intention of improving McAdam, so that it would be a convenient home for younger workers on the road who had no ties elsewhere. McAdam was the gateway of the province. The C. P. R. meant to erect a station there at a large cost. It was desirable that they should have as many men living there as possible in case of fire on a Sunday for instance. It was also necessary, in view of the large business done in St. John in the winter. In time the company hoped that it would be shown to its younger men in the service that by residing at McAdam they would stand better chances for promotion. It had been necessary to get men from Montreal, Toronto, and even as far away as Winnipeg. His desire was that this work should be given to New Brunswick men. If McAdam were so built up he thought Woodstock would stand a good chance in the way of supplying the needs of the men there. However, nothing would be done to removing the employees at present residing in Woodstock. The delegates expressed their appreciation of his remarks and withdrew.

The Spanish Flag.

The Spanish flag is not well known among us. It is a white ground with two white red bars running lengthways.