

THE DISPATCH.

VOL. 6. NO. 12.

WOODSTOCK, N. B., AUGUST 23, 1899.

PRICE TWO CENTS

A Farewell Sale

Of all Summer Weights Clothing

We are now carrying on at prices that should quickly find spheres of usefulness for our goods.

Little Talk—Big Value.

Come and see for yourselves what we can do for you.

JOHN McLAUCHLAN,

Men's and Boys' Clothier, Hatter and Furnisher.

ALTHOUGH

Only advertised to stop in Woodstock for one month to dispose of the balance of stock of Jewelry and Silverware unsold at the time of my removal from this town, I have been compelled to reconsider this decision owing to the very general demand for a

First-Class Jewelry, Optical and Engraving Establishment

here, and will continue the business at my new stand so auspiciously begun. I wish to thank both my old customers who have so universally renewed their patronage, and also the many new customers who have shown their appreciation of the discovery of a strictly reliable Jewelry, Supply and Repair House. We lead others follow. REMEMBER THE PLACE.

Corner Main and Queen Streets.

Jewett's Corner. W. B. JEWETT.

The Temperance and General Life Assurance Company

Closed their Books Dec. 31st, 1898,

Without a dollar of interest overdue.
Without a dollar's worth of real estate ever having been owned by the company.
Without ever having foreclosed a mortgage.
Without a dollar of claims in dispute.
With a larger new business than in any previous year.
With a premium income for '98 of \$188,744.14
With an interest income of 25,281.55
With an increase in total income of 17,538.00
With an increase in assets of 93,022.72
With an increase in expenses of only 714.38
With total assets amounting to 667,214.22

With an increase of 713 policies and 639 lives during '98.
With a new business of over \$2,100,000.
With total insurance in force, \$7,985,850.00.
With a death rate in their thirteenth year of only \$5.38 for each \$1,000 of average risk carried during the year.
With a death rate of only 3.44 per 1,000 of average number of policies in force.
With a record for care and economy unexcelled.
Such has been their record. It is a record of steady, solid progress. Where is there a clearer record, or one that can beat it in any respect?

T. A. LINDSAY,
Special Agent,
Woodstock, N. B.

E. R. MACHUM,
Mgr. Maritime Provinces,
St. John, N. B.

OUR ROAD WAGGONS

Are right up to date,
And give every satisfaction.

Samples of them may be seen with

W. WEBSTER ROSS, Hartland,
M. A. SMITH, East Florenceville,
T. CHAL MILBERY, Bath,
J. FLETCHER TWEEDDALE, Perth,
DAN. B. HOPKINS, Aroostook Junction,
GEO. H. WEST, Grand Falls,

or at our warehouse and showrooms here in Woodstock.

We also sell Buggies, Express Wagons, Farm Wagons, Deering Mowers Reapers and Binders, Cultivators, Plows, Harrows, Churns, Single and Double Harness, and many other lines of goods. So do our agents.

We are moving this week to our new premises on Connell Street. Come in and look things over.

Balmain Bros.

May 24, '98.

FOR SALE OR TO LET.

The desirable property on Broadway, now occupied by James C. Doherty. For particulars apply on the premises.
J. C. DOHERTY.

FOR SALE.—One mare, 7 years old, double seated Surrey, Bangor buggy, road wagon, small truck, double seated sled, Dexter pung, sled and harness, one Taylor safe. All can be seen at J. C. Doherty's residence.
MRS. J. C. DOHERTY.

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The Great Revival

In business all over the world, makes the present a most desirable time for young men and women to fit themselves for filling official positions.

Fredericton Business College

will qualify you for a book-keeper, stenographer, or general office assistant. Send for free catalogue. Address,
W. J. OSBORNE, Principal,
Fredericton, N. B.

A MARITIME UNION

Is Accomplished by Boards of Trade Who Are United

In Advancing the Interests of the Provinces by the Sea—Successful Convention in St. John—Matters Dealt with—Impressions of the Business Transacted.

St. John is admirably adapted for its purpose of a convention drawing delegates from all parts of the Maritime Provinces. It is the commercial capital of New Brunswick, and by a little stretch of imagination could be termed the natural capital of the Maritime Provinces. New Brunswickers always find it easy to go to St. John, and Nova Scotians have only to take a pleasant trip across the bay, while our friends from the Island find St. John quite as convenient as any centre on the mainland.

The attendance at the fifth annual meeting of the Maritime Board was good. There were between fifty and sixty delegates present, when the roll was called on Wednesday evening, fifteen out of the thirty boards in the provinces being represented. Halifax had its contingent present, so had Charlottetown, while almost all the New Brunswick towns were represented, and fully as many from Nova Scotia sent representatives. The opening address of Mr. W. M. Jarvis was excellent, and must have been prepared at considerable expense of time. He urged on maritime citizens the need of uniting in advancing their interests, and of standing together in all reasonable demands. They should remember that they were all "Acadians," not being satisfied with surrendering that honored and historical name to their fellow citizens of French extraction, solely. Jealous eyes in the Upper Provinces were cast on all votes for the payment of dominion funds to benefit maritime ports. It behoved maritime members to see, that, while they offered no opposition to reasonable expenditure in the way of canal and bridge development in the west, maritime ports should have full consideration. The principle should be impressed on all, that the products of Canada should find their outlet from Canadian ports. Mr. Jarvis went quite exhaustively into a detailed statement of municipal taxation as carried on in the cities and towns of the maritime provinces. He noted a lack of system and of uniformity. There was a good deal of guess work about it apparently, and he hoped the time would come when some more satisfactory system of general utility might be worked out. Something like one million dollars was raised annually by the people of the maritime provinces, by direct taxation.

The convention was remarkable for the practical nature of the delegates present, and of the subjects handled, and the absence of long-winded orations. It was a generally accepted axiom that all questions to come before the Maritime Board, must have something more than purely a local interest. One or two boards sent in notices of subjects for discussion, which it was found involved something in the nature of a local railway, or an electric car service. The members at large were in no mood to deal with such subjects, and the delegates having these subjects in hand were plainly informed that they must be well prepared to convince the board of the "sweet reasonableness" of their demands before they could expect any consideration. Just as each local board is supposed to look after and have at heart the interest of its special locality, so should the members of the Maritime Board deal with subjects affecting the welfare of the Maritime Provinces.

Among the subjects put on the order paper for discussion were "Preferential Trade within the Empire," and "A Legislative Union of the Maritime Provinces." They both went over the board, for the simple and quite sufficient reason that they were out of the range of practical politics, though the good sense of the meeting would probably have been expressed in the affirmative had the questions been proposed. Everyone would favor preferential trade within the Empire, and all sensible people regret the existence of three little legislatures, and three expensive forms of legislative machinery, when one would be amply sufficient. It would have been all right if we had never gone in for this tripartite arrangement, but to make allowance, now, seems out of the question. We must continue, it seems, to carry our three sacks on our back, although one would hold the entire burden.

A recommendation to the dominion government in favor of the establishment of a railway commission, who can settle difference

between the railway companies and localities or individuals, was passed after some discussion. It arose through the representatives of the Fruit Growers' Association of Nova Scotia, who complained of the charges made by the Furness Line and Dominion Atlantic railway, for the carriage of apples to the English market. They pointed out that it cost fifteen cents more a barrel to send apples to the old country from St. John or Halifax, than was charged by similar lines running from Portland and Boston.

Tourist traffic received some little consideration, and, no wonder, if some figures submitted are correct. It was stated, for instance, that Digby, N. S., estimated that its tourist traffic was worth from \$20,000 to \$30,000 a year to that place, while Mr. Jarvis stated that the State of Maine estimated that the direct and indirect gain from summer visitors, and hunting parties, annually, was some nine million dollars. This is a question which people in this section of the province may well meditate over. The attractions of the upper St. John are not half advertised.

A matter of interest to Carleton county people came up by the introduction of a resolution seconded by Mr. Alex. Henderson, one of the delegates. The resolution was as follows:

"Whereas, the want of uniformity in the weights of canned fruit to the consumer, etc., is unfair to the consumer and is also hurtful to the true interests of trade;

Therefore Resolved, that in the opinion of this Maritime Board of Trade, all canned meats, vegetables, fruits, fish, packets of tea, tins of lard, should show in plain lettering the weights of contents; that penalties should be imposed upon all packers and canners who do not so stamp their goods, and also that penalties should be imposed on all dealers and traders who expose such unstamped goods for sale;

And further resolved, that the secretary before February 1st of next year forward copies of this resolution to the Minister of Trade and Commerce, and also to the several Dominion representatives from Prince Edward Island, Nova Scotia and New Brunswick."

It was stated to the DISPATCH that the Woodstock Pure Food Co. gave honest weight, while the same could not be said of American concerns and of some Ontario factories.

A number of other matters were dealt with. It was generally agreed that the Maritime Board of Trade may prove a very useful body. Whether the Board should be an itinerant body, may be worthy of discussion. However, it was decided to meet next year in Kentville, N. S., of which place are the newly elected president and secretary. Mr. A. I. Teed, a St. Stephen delegate, with many others, favors the appointment of a permanent secretary, and gave notice of such a motion which will be considered at next convention. The officers elected for the ensuing year are: President, M. G. DeWolfe, Kentville; vice-presidents, D. J. McLaughlin, St. John, and W. H. Aitken, Charlottetown; secretary treasurer, J. E. Calkin, Kentville.

The St. John Board "did themselves noble" in the "entertainment of their guests. On Thursday afternoon the "Victoria" took the delegates and a number of St. John gentlemen on an excursion up the river as far as Spoon island. The weather was charming, and everyone enjoyed the delightful outing. An elaborate dinner was served on board followed by a moderate amount of speech making. A band accompanied the excursion. Visitors from the other provinces were delighted with the scenery on the magnificent St. John.

Among the press representatives attending the convention was Mr. Edmunds, editor of the Canadian Grocer and Hardware two Toronto publications with a large dominion patronage.

The impression left upon the delegates from Woodstock was the growing importance and usefulness of the boards of trade. They seem to be considered, more and more, as the accepted mediums by the government, through which the people of town and cities and other localities are to approach and be approached. It is also plain, that whatever course any single town may choose, either to keep in her own rut, or to be in the procession, every effort is to be made in the future to further the progress of the Maritime Provinces as a whole. Legislative union may be out of the question, just at present, or for all time, but a union of business men is assured through the agency of the Maritime Board of Trade.

A Growing Business.

The Carleton Creamery Company are doing not only a good business for themselves, but for the country as well. They have shipped between thirty and forty tons of butter to old country this season, and have received letters from the parties to whom they sold, speaking in the highest terms of the quality. One party writes that at this time of year, the butter they have been in the habit of receiving from Canada, has not been anything like of as good quality as that shipped by the Carleton Creamery Company.

HANDLED THE REVOLVER.

Serious Charge Against a Long Settlement Woman.

Testimony of the Complainant, who Charges Defendant with Shooting at Her and Another Man—At First She Opened on a Dog.

Long Settlement has quite a sensation which was aired at the police court on Monday. G. Herbert Long, a farmer in that section, charges that on the 8th day of this month, Mrs. Francis Williams, without any formal declaration of war, opened out with a revolver on him and his friend Wm. Good, while they were working in their own field.

The pith of the complainant's evidence we give below. It would seem that good relations have not existed between the two families. The defendant had not explained her course of taking the law into her own hands when we went to press, but she may have some explanation when the court meets again tomorrow, until which time the prisoner was remanded.

The complainant, G. Herbert Long, in his evidence said that he lived in Wilmot. He knew the defendant, Francis Williams, who is a widow and lives about opposite my house on the other side of Long Settlement road. I was hauling hay on the 8th of August. William Good was with me. I saw defendant several times that day. At 12 o'clock, noon, I noticed her running out from her house. She ran toward the road and fired at a dog with some sort of firearm. It was my father's dog. Then she crossed the main road and came over to a little field. The dog came down the road and she fired at it again. We were about 18 rods from her when she began to fire at the dog. I hollered to her "Fire away, pound maker." She turned around and shook the revolver at me and William Good. I said nothing to her then. Then she levelled the revolver, aimed it at me and Wm. Good and discharged it at us.

To Mr. A. B. Connell, who appeared for defendant, witness said that he had been on good terms with defendant. We were anxious to live on good terms with her, but she would not. The first cause of the unpleasantness was the encroaching on our land. I never heard of the dog attempting to bite any person, and did not know defendant was afraid of the dog. I heard she carried the revolver to shoot some of us. The dog is fierce to cattle. Have not set the dog on Mrs. Williams. I did not hear she carried the revolver because she was afraid of the dog. I will swear the revolver was pointed at me when the fourth shot was fired. I did not hear the bullet whistle, and do not know whether there was one in the pistol or not.

To Mr. Murphy, who was for the prosecution—The dog was in an entirely different direction from where we were.

William Good and Retta Long corroborated the evidence of the previous witness.

To Improve Streets.

Another year the town of Woodstock should take into serious consideration the question of buying a stone crusher and steam roller. Such implements are as necessary for a town as a mowing machine and threshing machine are to a farm. To attempt to make good roads without them is like an attempt to make bricks without straw. In a recent trip to St. John the excellent work accomplished by these machines was manifest. Streets in as hopeless a condition as our King street have been made as hard and dry as if they had been paved with asphalt. One street was pointed out to this journal, which had been noted for its unevenness in dry times, and its mud in wet seasons. The crusher and roller have transformed it into one of the best streets in the city. Its centre is as hard and level as if paved with granite, and water runs from it as from a duck's back. The roads made with these machines are really far superior to either the cedar block or spruce block pavement, and very little work after once they are made keeps them in first class repair. To be sure a crusher and roller costs money, but so does a mowing machine or a printing press, yet no one talks of mowing by hand in order to save money, or of running an old fashioned hand press, as a good business speculation. It is to be hoped the council will make "a deliverance" on this question. Our roads must be improved.

Model.

Borem—You ought to see my youngster; there's a model baby for you.
Wheeler—How old is it?
Borem—Ten months.
Wheeler—Hub! '98 n.o'b'l.