

THE DISPATCH.

VOL. 7. NO. 22.

WOODSTOCK, N. B., OCTOBER 31, 1900.

PRICE TWO CENTS

UNDERWEAR!

HOT STUFF.

\$1.00 per Suit, upwards.

GOOD ADVICE.

For anything and everything in Boys' and Men's wearing apparel, except Boots and Shoes, always come to us.

John McLauchlan,

Woodstock's Up-to-date Clothier, Hatter and Furnisher.

WE MUST SELL

and when you see our again REDUCED PRICES you will almost be forced to buy.

This store will be occupied by a new business concern the moment we leave it. . . .

OVERSHOES AND GAITERS,

New and First-Class stock at Rock Bottom. Much cheaper than wholesale.

Heavy Boots and Rubber Boots

AWAY DOWN.

Men's and Boys' Shoes at a SACRIFICE.

SKATING BOOTS in Ladies' and Gents, at prices you will never see again.

COX & GIBSON,

Main Street, Woodstock.

Next door above Bank of Nova Scotia.

SEE THE RECORD FOR '99.

THE TEMPERANCE AND GENERAL LIFE ASSURANCE COMPANY.

without a dollar of interest overdue, an unbroken record for 25 years.

without a dollar's worth of real estate ever having been owned by the company.

without ever having foreclosed a mortgage.

with much stronger reserves than the law requires with a much larger new business than in any previous year.

with the lowest death rate on record for so long a period in our Temperance Section of any company anywhere.

with a premium income for '99 of \$215,755.57

with an interest income of 27,212.20

with an increase in total income of 30,288.10

with an increase in assets of 127,291.44

with total assets amounting to 794,505.66

with an increase of 1,283 policies and 1,117 lives.

with an increase of insurance in force of \$1,432,441

with insurance of \$7,265,469 under 6,593 policies on lives of total abstainers classed by themselves.

with a new business applied for of \$2,966,826

with a total insurance in force of 9,436,800

with a death rate in our fourteenth year of only \$5.00 for each \$1,000 of average risk carried during the year.

with a record for care and economy unexcelled.

with experience to show that abstainers are better risks than non-abstainers.

with a recognized standing as the total abstainers company in Canada.

Such has been our record. It is a record of steady, solid progress, and we are proud of it. Where is there a clearer record, or one that can beat it in any respect? Surely The T. & G. is the Best Company for the Best Risks.

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

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

EASTERN EXTENSION.

Award Given in Favor of the Province.

The arbitrators in connection with the Eastern Extension Railway met at Ottawa on Saturday and made their award. It is in favor of the province of New Brunswick. As a result of the award the province will receive \$263,812. The arbitrators are Hon. Justice Barker, New Brunswick; Hon. Justice Langelier, Quebec, and Mr. Duncan Coulson, general manager of the Bank of Toronto. A copy of the award was forwarded to his excellency the governor general, to the secretary of state and to Hon. Mr. Tweedie on behalf of New Brunswick.

The award which is unanimous, and which is addressed to his excellency the governor general and the government of Canada and the lieutenant governor of New Brunswick and the government of New Brunswick is as follows:

"Whereas for many years past differences have existed between the two said governments in reference to a claim preferred by the government of New Brunswick against the government of Canada for moneys alleged to be justly due and owing to the province arising out of the construction of that portion of the Intercolonial railway formerly known as the Eastern Extension railway and extending from Painsec Junction eastward to the boundary line between the provinces of New Brunswick and Nova Scotia, a distance of 37 1/2 miles;

"And whereas by an order of the honorable the privy council of Canada approved by his excellency on the fourteenth day of February, 1900, it was ordered and alleged as follows:

"On a memorandum dated February 13, 1900, from the president of the privy council submitting that the province of New Brunswick has for many years continuously preferred a claim against the Dominion government for moneys alleged to be justly due and owing the province as interest on moneys unpaid by the Dominion government arising out of the construction of that portion of the Intercolonial railway formerly known as the Eastern Extension railway. The minister states that it is desirable such claim should be inquired into and adjusted, and to that end that a reference should be made to arbitration; and for such purpose, it has been agreed, subject to the approval of your excellency in council, that a reference of the said claim be made to the following persons as arbitrators, mutually agreed upon by the government of the province of New Brunswick and the Dominion government, namely: Hon. Justice Frederick E. Barker, of the supreme court of New Brunswick; Hon. Justice Francois Charles S. Langelier, of the supreme court of Quebec; Duncan Coulson, Esq., of Toronto, general manager of the Bank of Toronto:

"That such arbitrators be empowered to make full inquiry, ascertain and report the facts and circumstances in respect of the said claim and their opinion as to what would be a just and equitable disposition thereof and what sum, if any, is justly and equitably due and payable by the Dominion government to the said province in respect of the said claim;

"That, as was provided by act of parliament 5455 Victoria, chapter 6, sec. 6, in respect of the settlement of disputed accounts between the Dominion and the provinces of Ontario and Quebec the said arbitrators, making their award, shall not be bound to decide according to the strict rules of law or evidence, but may decide upon equitable principles;

"That any two of the said arbitrators shall have power to make an award, which award shall be made in writing, and the expenses of the said arbitrators, under the said arbitration, shall be in the discretion of the arbitrators.

"The minister therefore recommends that it be ordered that the said claim be referred to arbitration as aforesaid, and that the Hon. F. E. Barker, the Hon. F. C. S. Langelier, and Duncan Coulson, Esq., be appointed to make such inquiry and report.

"And whereas the government of the said province of New Brunswick concurred in the same reference, and whereas, we, the said arbitrators, took upon ourselves the burden of the said reference and in the hearing of the matters alleged on both sides we have been attended by counsel on behalf of the province of New Brunswick and after hearing all that was alleged and duly considering all the evidence produced before us, and making full inquiry; we do hereby report the facts and circumstances in respect of the said claim as ascertained by us and our opinion as to what would be a just and equitable disposition thereof, and the sum which is justly and equitably due and payable by the Dominion government to the said province in respect of the said claim.

"We find and report that the section of railway in question, in or about the year 1869 was taken over by the government of Canada and adopted as a part of the Intercolonial railway, the government paying for the road the sum of \$894,090, of which \$250,000 was carried to the credit of the province on debt account and the balance was paid to the contractors who had constructed the road under contract with the government of New Brunswick.

"That up to the time the road was to be taken over the government of New Brunswick had paid to the Dominion government subsidy, for the construction of the road, \$400,000 and there was therefore a balance of \$150,000 of this total expenditure, by the province, unpaid to them at that time;

"That the sum of \$894,000 was much less than the amount which the road had actually cost, but that sum appears to have been arrived at by taking as a basis the estimated cost of what were considered similar sections on other portions of the Intercolonial railway;

"That at various times between 1869 and 1884, the government of the province claimed from the Dominion government, to be reimbursed in full for the outlay which the province had made and of which the Dominion was getting the benefit and accordingly the Canadian government directed a further investigation of the cost of the road to be made by their own engineer from whose report it appears that the estimated cost which formed the basis of the original payment of \$894,000 together too low;

"That in 1884 the government of Canada under these facts as to the cost and value of the road as then determined by their engineer, obtained from parliament a vote of 150,000 to reimburse the government of New Brunswick for money expended by them in the construction of this section of railway; and under the authority of that vote the sum of \$150,000 was on the first of July, 1884, carried to the credit of the province on debt account.

"That previous to 1884 the government of the province not only claimed to be reimbursed this sum of \$150,000, but in addition the various amounts which they would have obtained semi-annually as interest on that sum if it had been carried to the credit of the province in 1869 when they contended it should have been; and it is for this sum so retained and interest thereon since 1869 that the present claim is made.

"We find and report that the contention made on the part of the Dominion that the \$150,000 voted in 1884 was in full of all claims by the province in connection with this road is not sustained by the evidence, but, that the facts and circumstances are altogether the other way.

"We, the said arbitrators, having duly considered all the matter upon equitable principles do award and determine as our opinion that it would be a just and equitable disposition of the claim that the Dominion government should pay to this province of New Brunswick the various semi-annual payments of \$3,750 to which it would have been entitled if this \$150,000 had been carried to the credit of the province in 1869 instead of 1884 as we think it equitably should have been; together with interest at 5 per cent. on the several semi-annual payments from the time they would have been payable up to the first of July 1884, when the \$150,000 was credited. This sum we find to amount to \$145,218.75 and we also award and state as our opinion that on this sum the province is entitled to be paid by the Dominion government interest at the rate of 5 per cent. per annum.

(Signed) "FRED. E. BARKER,
"F. LANGELIER,
"D. COULSON."

The Dalling Cup.

The competition for the Dalling cup will be played over 27 holes on any day between Saturday 3rd Nov. to Saturday 10th Nov., inclusive, provided that the holes are played out without intermission and that competitors give notice of date on which they intend playing to green committee before starting. No handicap allowed and medal play rules to govern the competition.

Woodstock Market.

Hay per ton, loose \$6.00 to \$6.50.
Oats per bus. 28.
Beans per bus. \$1 85.
Pork per lb. 06.
Buckwheat meal per bus. \$1 25
Butter per lb. 18
Dry hardwood per cord \$4.00

Max Muller is Dead.

Max Muller, professor of comparative philology at Oxford University died on Sunday. He was an authority in Oriental literature.

THE WAR IN SOUTH AFRICA.

London, Oct. 29.—The war office has received the following from Lord Roberts dated Pretoria, Oct. 28—Knox successfully engaged DeWet Oct. 27—During the Boer retreat Knox caught DeWet in the Rensburg Drift. The Boers lost considerably and left two guns and three wagons in Knox's hands. Another ammunition wagon was blown up by a shell. The British casualties were nil."

Referring to the Jacobsdal affair, Lord Roberts says it was due to the treachery of the inhabitants who admitted the Boers to their houses at night. They opened fire at daybreak. Fourteen men were killed and thirteen were wounded, mostly Cape Highlanders. Troops despatched from the Modder River drove off the Boers. The houses of the treacherous inhabitants were destroyed. Commandant Rosman was killed. Lord Roberts calls attention to the increasing inclination of the better class of Boers to cooperate with the British to secure peace" and they find that guerilla warfare is "visited with heavy punishment."

LONDON, Oct. 29.—According to a despatch from Cape Town, a force of Boers surrounded a patrol of Cape police, with a convoy, near Hoopstad, Orange River Colony, last Wednesday, and a sharp fight ensued. "The police," says the correspondent, "were compelled to abandon two Maxims. Reinforced by the Yeomanry, they succeeded in getting away with the convoy, but they lost seven killed, eleven wounded and fifteen captured. The colonials were outnumbered ten to one, and the engagement lasted two hours. The Boers have 15,000 men in the field, nearly half of whom are in the Orange River Colony. These are divided into commandos of some three hundred each, but are capable of combination for large operations."

A despatch received at the War office from Lord Roberts, dated Pretoria, Friday, Oct. 26, referring to the fighting of General Barton's column with General DeWet's forces Oct. 25, says: "The British losses were heavier than at first reported. An additional officer and twelve men were killed and three officers and twenty five men were wounded. The Boers left twenty-four dead and nineteen wounded on the field, and twenty-six Boers were made prisoners. Three Boers who held up their hands in token of surrender and then fired on the British were court-martialled, convicted and sentenced to death. I have confirmed the sentence."

The despatch also refers to minor affairs in which the troops of General Kitchener and General Methuen were engaged and to a serious incident between Springfontein and Philippolis, Orange River Colony, where fifty cavalrymen were ambushed and captured by the Boers, only seven of the party escaping.

Another despatch from Lord Roberts says: "Barton attacked the ubiquitous DeWet near Frederickstad. The Boers were scattered in all directions."

The solicitors of Winston Spencer Churchill have written to the solicitors of the Earl of Rosslyn declining, in the name of Mr. Churchill, to withdraw or apologize for Mr. Churchill's statement at the recent banquet of the Pall Mall Club that Lord Rosslyn in despatches and letters from South Africa to English newspapers had labelled British officers and made assertions that were nothing short of falsehoods.

New Kind of Patriotism.

A clergyman whose patriotism exceeded his powers of oratory was recently preaching upon the subject of Imperial Unity. It was a fine sermon, and his hearers were deeply moved by it. At last he reached his peroration, and he felt something great was expected of him. He worked himself up to the climax. "Patriotism," he exclaimed, "patriotism is the backbone of the British Empire, and what we have to do is to train that backbone and bring it to the front." Then he sat down, feeling that he had surpassed himself.

The Bath Ferry.

Calvin Hatheway, the owner of the Bath ferry, the wire of which was cut some days ago, writes to THE DISPATCH saying that he had excellent reasons for refusing to ferry Mr. Hutchinson over the river. He says also that a law suit will be the result of the cutting of the wire.

Hon. Colin Campbell, new provincial treasurer in the Manitoba government, was re-elected in Morris, Man., on Saturday by 284 majority.

"Our deeds are like our children that are born to us; they live and act apart from our will. Nay, children may be strangled, but deeds never; they have an indestructible life both in and out of our consciousness."—George Elliot.