

THE DISPATCH.

VOL. 8. NO. 8.

WOODSTOCK, N. B., JULY 24, 1901.

PRICE TWO CENTS



TRUNKS & BAGS
WE HAVE JUST RECEIVED a large lot of Trunks, Bags, Suit Cases, Telescopes, Straps, etc. The finest line we have ever shown, all made by the best factories in America and marked at astonishingly low prices. You are invited to inspect them.

OUR LEADER

Square Top Trunk, Canvas Covered, Japanned Trimmings, Iron Bottom, with Rollers, Heavy Brass Lock, Deep Tray, with Hat Box, 12 2 1/2 inch Elm Slats, 28 to 36 inches long.
\$2.75, \$3.25, \$3.50, \$3.75 and \$4.00.

OUR SPECIAL

Square Top Trunk, heavy sail duck covered, extra strong steel trimmings, heavy brass lock, deep tray with hat and glove box, also extra skirt or suit case, this is the finest, strongest and best finished trunk in Canada for the money, 30 to 36 inches long.
\$4.75, \$5.00, \$5.50 and \$6.00.
Lots of other lines to select from. Prices \$1.50 to \$25.

CLUB BAGS, Prices 50c. to \$15.00.
GLADSTONE BAGS, Prices \$1.50 to \$20.00.
SUIT CASES, Prices \$2.00 to \$20.00.

SAUNDERS BROS.

AN INCOME FOR LIFE.

THE INCOME IS GUARANTEED

Of course you have considered the advisability of providing for your family in the event of your death, but have you considered the best means of doing it?

The North American Life Assurance Co. are now issuing one of the most attractive policies ever placed on the market. It is an entirely new feature in the insurance line and is cheaper than the ordinary life policies. If you live twenty years you can enjoy the income with your family. If you die their income commences on the day of your death.

CANADA'S LEADING CO.

	Increase in the year.
Total Assets,.....	\$3,977,263 \$468,180
Assurance Reserve,.....	3,362,709 433,157
Annual Premium Income, ..	822,929 78,063
Interest Income,.....	183,041 34,384
Net Surplus, (Profit Fund),	500,192 32,169

Policies issued during 1900 amount to \$4,153,150, making the Total Assurance in Force over \$25,000,000.

Investment Policies maturing this year have been apportioned profits in excess of the company's estimates.

HUGH S. WRIGHT,
CHAS. S. EVERETT,
Provincial M'grs., St. John, N. B.

Any information furnished on application to
HOLYOKE & MALLORY, District Managers, Woodstock.

THE BUSINESS RECEIVED BY THE TEMPERANCE AND GENERAL LIFE ASSURANCE COMPANY

During the First Three Months of the New Century has been LARGER than during the corresponding period of ANY Previous YEAR.

T. A. LINDSAY, The E. R. MACHUM, CO. Ltd.
Special Agent, Woodstock, N.B. Mgrs. Maritime Provinces, St. John, N. B.

WANTED.

To lease a building in Town of Woodstock for use as a stable. For particulars apply to
J. C. HARTLEY
Barrister, etc.,
Woodstock N. B.

MONEY TO LOAN.

Money on good real estate mortgage security, at reasonable rates of interest, may be obtained on application to the undersigned at his office opposite the Carlisle Hotel.
LOUIS E. YOUNG, Woodstock.

The Heat.

The heat of last week was so intense that it melted the iron tires on a heavy waggon that was driving up Main street and the waggon collapsed. Two politicians between whom there had been a severe coolness for years met in a hotel office and there was no more frost between them. A piece of ice left on a door step took fire spontaneously and almost burned the building. The hardest hearted minister in the county started to preach a sermon on the torments of the next world when his heart melted or he became frightened at the mere thought of anything hotter than what he was then suffering, and though he had never done such a thing before, he preached a sermon on love. The woman with the county record for high speed conversation was giving her husband her unbiased opinion when she developed a hot box on the left side of her transmitter and she hasn't spoken since. A boy went into the river to swim. He jumped in from a log and was scalded to death. Three men who went fishing say they caught boiled trout. This last story is the only one the editor has not affidavits for.

The Hay Business.

The hay crop is reported light from the upper St. John Counties and the farther up one goes the lighter it is. Buyers will probably start the new hay at \$7.00. The farmers are all well into haying. The pressing of new hay will probably commence about the first of October. It is said that Jameson & Co who have been in St. John since last winter pressing our hay for South Africa, are about to leave for Quebec. This will necessitate our local buyers pressing their hay in two foot chunks and shipping to South Africa on their own account. Jameson's steam press that has been working in St. John could press three tons of hay into as small a space as our local presses can get on t n and as ocean freights are charged not according to the weight of goods but according to space occupied, the removal of Jameson's press will mean a heavy rise in the freight rate on our hay and a consequent fall in price.

Victoria County Court.

The Victoria County Court opened at Andover yesterday. His Honour Judge Stevens presiding.

There are two criminal cases; The King vs. George Davenport for assault with intent to do grievous bodily harm. This is an action for assaulting one James Bradley. Both the complainant and the prisoner live at California Settlement. The other criminal case is The King vs. John Wright for placing obstructions on the C. P. R. track below Andover. Two men were arrested for this crime and the other gentleman is giving evidence for the crown. Thomas Lawson, M. P. P., is counsel for the defence in both cases.

There is one civil suit, David J. Currie vs. The Municipality of Victoria. In April 1900 Mr. Currie paid the County \$7.50 for the license to operate the Dorsey Ferry. The Government decided to make it a free ferry and they placed George Dorsey in charge of it, giving him \$1.25 a day. The Secretary Treasurer offered to return the sum of \$7.50 to Mr. Currie, which he refused to accept but brought this action against the County for damages for not placing him in charge of the boat and wire. The Action is brought by T. J. Carter. Alexander Straton and A. B. Connell K. C. appeared for the county. There is no question as to the facts. The point in dispute is entirely one of law.

Twenty Thousand Farm Laborers Wanted.

The Manitoba Government advises that it will require at least twenty thousand farm laborers to harvest the enormous wheat crop of Manitoba and Assinaboia this season, and in order to supply the demand the Canadian Pacific Railway has completed arrangements with the Intercolonial, Dominion Atlantic, Canada Eastern and P. E. I. Rys., to run farm laborers excursions to any point in Manitoba or Assinaboia west, southwest and northeast of Winnipeg as far as and including Moose Jaw, Estevan, and Yorkton, at rate of \$10.00 for the going trip. Second class tickets will be issued from points east New Glasgow on August 9th and from points west of New Glasgow on August 10th, and with each ticket agent will furnish verification blank which will be deposited with ticket agent where he secures work, and when this certificate has been signed by the party for whom he has been working, it will entitle the original purchaser to a ticket to return to his starting point in the Maritime Provinces at rate of \$13.00, any time previous to November 15th, 1901. On this trip tickets will be issued to females as well as males, but will not be issued at half fare to children, and 150 lbs. of baggage, wearing apparel only, will be allowed on each full ticket. Late advices state that harvesting operations will commence on August 10.

THE TRACKMEN'S STRIKE.

The following letter appears in the St. John Sun of July 17th, with a request that THE DISPATCH should publish it.

SIR,—I notice an article in the Woodstock DISPATCH of the 10th inst. entitled "The Strike," and I would ask you to give me a little of your valuable space to answer it.

It is quite evident that the person who wrote the article referred to does not know what he is talking about, as a little consideration of the true facts of the case will show. In the first place, he states: "Two working trains on the Edmundston branch struck and came home." We were not aware before that "trains" on the C. P. R. had to do trackmen's work.

Secondly, the man next the foreman is paid \$1.25, and not \$1.20, as stated, and if the sections are eight miles long (which is not the case on the main line, where they are only from five to seven miles long), a man is not expected to do more than a fair day's work every day.

With reference to the statement that the B. & A. Company employ a foreman and three men the year round, this is not correct, as they only have a foreman and two men in the winter time, and have been known to cut down to foreman and one man. He also quotes the rates on the B. & A. as \$1.75 for foremen and \$1.35 for men. There should be no comparison between the B. & A. and the C. P. R. in regard to rates, as the B. & A. is only a small road with practically no competition. At any rate, the C. P. R. increased their section-men from May 1st as follows: First man to \$1.25, second man to \$1.20.

The old New Brunswick is also held up as a standard of excellence, while we know for a fact that the men in those days only received \$1.20 and the foremen \$1.45. The I. C. R. is quoted as only having from four to six miles to a section, which is not correct, as their sections run from six to seven miles long, and they only employ foreman and two men from November 1st. to July 1st, while the C. P. R. employs foreman and three men from the middle of April and through the summer season, and the rate of wages on the I. C. R. is not better, and in many cases not as good as the C. P. R. As to the statement that the C. P. R. does not pay as much for a certain quantity of work as other roads, this is ridiculous on the face of it, as no man can do more than a day's work, and is not expected to.

Our esteemed friend states that the sympathy of Carleton, Victoria and Madawaska counties are with the strikers. These counties only compare to a blot on the hemisphere alongside the country the C. P. R. runs through, and when both sides of the case are heard from, we are satisfied no fair-minded person will give their sympathy or support to the strikers.

Statements appear from time to time to the effect that there are no men working on the Atlantic division, but from personal knowledge we can state positively that this is not true. The sections from Megantic to Mattawankeag are nearly all filled up, and between Vanceboro and St. John there are over 50 men at work, and the sections of the branches are daily being filled up.

Thanking you for the space, in anticipation.
Yours truly,
"ONE WHO KNOWS."

The person who signs himself "One Who Knows" is evidently in bad temper. In his second paragraph he is quibbling over the use of a word. Any boy who has passed the fifth grade knows what THE DISPATCH meant when it said two trains struck.

This "One Who Knows" says the first man received \$1.25 and second man \$1.20. He may know what he does not tell. The raise of which he speaks was offered to the men behind the committee's back, but it has never been paid to the men, and the first man has never received more than \$1.20 and second not more than \$1.15.

The statement of THE DISPATCH regarding the B. & A. was correct. That road does employ a foreman and three men the year round with the exception of the month of November when one man is sometimes laid off.

We are led to believe that sections on the C. P. R. are of the length as stated in THE DISPATCH and not as stated by the "One Who Knows."

He at least does not deny that the sections on the branches are long. We can show him a section north of Woodstock that is eleven miles long and which the company expects to handle with a foreman and one man.

If "One Who Knows" wants more information regarding the strike we can tell him that two old foremen on the Tobique branch went back to work last Thursday on the strength of misrepresentations on the part of some one who wanted to stand well with the company. They found that they had been deceived and threw up their jobs again on Friday night. The same thing happened in the case of a foreman below Woodstock. Today there are no old men at work on this division of the road so far as we can learn.

He says a man is not expected to do more than a fair day's work. If any one imagines a section man has an easy time just let him

try to fill the bill himself. The work is such that requires the best physique combined with an alert mental ability. In fact there is room for every sense with which an all round workman can be endowed, health, good eyesight, good hearing, muscular strength, mechanical ability of no mean order, good judgment, good memory, nerve, and some degree of executive ability. The different kinds of work coming in the line of duty require a discrimination not found in the average workman.

Suppose such a crew of men with a regularly appointed duty to take care of 5 or 6 miles of track, and then lengthen the section to 7 or 8 or 9 miles. Is it true that they are not expected to do more than a fair day's work? They before had as much as they could do in a proper manner, and no honest man will allow his work to suffer for want of an hour or two extra work. Take such a piece of road as Tedlie's Bluff for instance which in every heavy shower is liable to have a slide on the track. Can one suppose that Jim McClary would rest if he was not sure that everything was safe there until after the passage of the evening train down. Many and many a night has the light of his lantern been seen by the passengers on that train. Money does not buy such service nor is such quality often given by slaves.

There is every reason for the closest friendliness between R. R. managers and their faithful employees. But can it be secured except by willingly recognizing each others rights? Section men are expected to give the very best of service and to be the best kind of men, but can these men be contented unless they are earning as good wages as those in other departments of business. It is easy to say "If they don't like it they may leave it," but a man cannot turn from farmer to blacksmith in a week, nor from section man to carpenter, besides he works from hand to mouth and will not voluntarily, unless by great pressure, leave a place simply because his pay is not what it should be, lest suffering come to those dependent on him.

The public understand these things fairly well, and because they do understand, they sympathize with the men in this affair.

The Circus.

The circus came, and brought in its train the usual number of fakirs. Early in the day Sheriff Foster and James Woolverton closed down a shell and pea stand and another new device for extracting money from the wayfar ing man who is a fool.

In the afternoon a house near the park was entered and a gold watch and twenty dollars belonging to Miss Tacey, were stolen. Messrs Foster and Woolverton were notified and set out to find the thief. They called on Mr. Ford, the manager of the Circus, and told him that a house had been robbed and they wanted him to find the thieves, who were members of the circus crowd. They told Mr. Ford that unless the men were produced the circus train would be held up. In less than two hours Mr. Ford and the circus-physician brought two men up and handed them over to the police. One of the men and the watch and about thirteen dollars in his possession. Miss Tacey identified the watch. The man admitted his guilt but said that he was alone in the crime. The other man protested that he was innocent. They were arraigned before the police magistrate yesterday afternoon. It does no good to warn people against the camp followers of a circus. There are always a certain number of people who will go up against the shell and pea racket and other gambling dodges of the circus fakir. No one has any pity for them. The circus performance was pretty good. The tumbling, rope-work and riding were excellent. The horses were the finest seen in Woodstock for years and they were in prime condition.

Death of Seth Milbury.

Seth Milbury died on Wednesday afternoon at his residence, 434 Jefferson avenue, Brooklyn, aged 75. He was born at Wicklow, Carleton county, New Brunswick. His father, Nathan Milbury, who was a Loyalist, emigrated to Canada from Salem, Mass., at the close of the War for Independence. Mr. Milbury until his removal to Brooklyn, ten years ago, was prominent in the public and commercial life of his province. He was a leader in the movement for free schools, for Canadian federation and in temperance work. He was a member of the Marcy Avenue Baptist Church, Brooklyn.—New York Sun July 19th.

Mr. Milbury will be well remembered by a large number of people in Carleton County. He leaves a widow, one daughter, Inda, and four sons, Arthur, Edward, Seth and Wilmot, all of whom live in New York.

The Best is the Favourite.

In so common an article of daily consumption as Tea, the people want pure goods and the best value at the price. Red Rose Tea meets both requirements, and is therefore a popular favourite. Are you using Red Rose?