

THE DISPATCH.

VOL. XIII.

WOODSTOCK, N. B., OCTOBER 31, 1906.

NO. 22



WE'RE READY

Whenever you're ready to take a look at the new models in

Fall and Winter Suits

we're ready to show you. We don't hesitate to say that we have outstepped ourselves this season, for we are showing the finest assortment of men's suits we have ever offered our trade.

Come in and take a look at the new styles and fabrics. You'll be interested surely. It is far better to come here and get the top notch of style than to be a few notches below it.

The John McLauchlan Company, Ltd,

Agents for the Campbell Clothing.

IT MATTERS NOT

Whether rain or shine, in season and out of season, at any hour of the day or night, we are at your service. We will dispense your Prescriptions and attend to your various wants just as accurately and cheerfully at midnight as at noon.

Day Phone 125. Night Phone 197.

SHEASGREEN DRUG CO., Ltd,

The Up-Town Druggists.

I. EDWARD SHEASGREEN, Manager.

NOTICE.

I have on hand for quick sale a lot of the Celebrated Rogers Table Ware.
Rogers' Fancy Tea Spoons.....\$2.10 per dozen.
Rogers' Table Knives, Extra Plate.... 4 00 per dozen.
Rogers' Dessert Knives, Extra Plate... 4 00 per dozen.
Rogers' Medium Forks, Extra Plate... 4.00 per dozen.
Rogers' Dessert Forks, Extra Plate.... 4.00 per dozen.
Rogers' Butter Knives, Extra Plate.... .90 each.
Rogers' Sugar Shells, Extra Plate.... .75 each.
Send money by P.O.O. or Express Co.

G. R. DAVIS, BOX 79, ST. JOHN, N. B.

Special Sale, Beginning Aug. 1st.

During the month of August I will sell at greatly reduced prices. All classes of goods must go. My stock must be reduced to make room for Fall Goods. I will just mention a few lines: Children's, Boys, Youths' and Men's Up-to-date Clothing. Also, Boots and Shoes, Underwear and Hosiery, Factory Yarn, Cloth (Hewson make). A full assortment of Dry Goods, and Fancy Goods. Millinery—a few Hats still left—no reasonable offer refused. Crockery, Glassware, Tinware, Woodenware and Hardware. All must go regardless of cost.

Hartland Farmers' Exchange,

C. HUMPHREY TAYLOR, Prop.

FOR SALE.

Notice.

The Tannery at Centreville formerly run by F. G. & H. S. Burt. For further particulars enquire of F. G. Burt, Centreville, or H. S. Burt, Woodstock, N. B.

F. G. BURTT,
H. S. BURTT.

41 Oct. 3.

All water and sewer rates due on the 18th of November 1906, must be paid in, on or before the 18th day of December, or proceedings will be taken to collect the same, or water turned off. This notice is final.

Per order Town Council, JOSEPH FEWER,
Supt. Water Works.

41, Oct. 24.

Board of Trade Meeting.

There was a well attended meeting of the board of trade in the council chamber last Wednesday evening, to discuss the bad treatment Woodstock receives from the C. P. R. I. E. Sheasgreen, president, was in the chair. Among those present were F. C. L. Ketchum, secretary; Mayor Munro, ex-Mayor J. T. A. Dibblee, John S. Leighton, A. F. Garden, ex-Mayor J. A. Lindsay, W. R. Snow, I. N. Draper, D. McKendrick, H. P. Baird, G. E. Balmain, G. H. Harrison, N. Foster Thorne, Charles Appleby, J. P. Malaney, Solicitor General Jones, John Brown, H. G. Noble, Coun. McManus, Mr. Gardiner, E. K. Connell, J. Douglas Carey and many others. H. D. Burns, manager of the Bank of Nova Scotia, was elected a member of the board.

Mr. Ketchum read letters from Mr. Leonard and from Mr. Downie, which have already appeared in the DISPATCH. Like most C. P. R. letters that come to Woodstock they were very unsatisfactory. Mr. Ketchum said that since the last meeting of the board he had had a conversation with a commercial man from St. John who said that the removal of the Plaster Rock train from the schedule was a very disadvantageous thing to him as well as to all commercial men running out of St. John, and he would do all he could to get the St. John board to take the matter up.

President Sheasgreen suggested that a committee be appointed to procure information on the base of which a case could be made out for Mr. Carvell, M. P. to present to the Railway Commission. He understood that Mr. Carvell had expressed a perfect willingness to take the matter up and do what he could toward securing for the town its rights against the C. P. R.

G. E. Balmain said the town was being very badly treated both as to passenger service and freight rates. The railway company had the town where they could squeeze it and they took every unjust advantage of their opportunity. It was time the town made application to the commission to ascertain if it had any rights. It was time we found out if the C. P. R. had a right to squeeze from us enormously unjust rates larger than from other towns to which the haul is longer. As far as the suburban train, which the C. P. R. had deprived us of, was concerned, it always seemed to him to be a well patronized train, and carried beside passengers a large quantity of freight. Being a freight it was a slow train but as it gave passengers two hours in Woodstock, it served a most excellent purpose. The company is now running special freight trains days, nights and Sundays and they could no doubt, transfer much of the freight so handled to the suburban. The people of this county pays the bills and they must have some rights in this matter. He strongly urged the bringing of the whole matter before the railway commission.

J. T. Allen Dibblee said if we had any right to decent treatment from the C. P. R. we had better find it out and have our rights observed. He thought the matter should be brought before the railway commission. The C. P. R. pretended that they did not discriminate in freight rates, but their pretense was false. On every barrel of flour brought to Woodstock they charged 10 cents more than on a barrel hauled to Fredericton though the distance to Woodstock was shorter. This discrimination affected every family in Carleton County. He had been told that freight from St. John to Woodstock was hauled to Canterbury Station and held there some days. Railway officials had denied this but he knew it had occurred several times since the new schedule came in force. The goods subjected to this treatment were often perishable and the consignee consequently suffered from a loss in the value of his goods. The C. P. R. would not treat any other town on their line in this way. They seem to have a special spite against us. Mr. Dibblee gave a case of indecent treatment meted out to himself by the company. They gave him a rate on coal to Woodstock on the strength of which he had made his contracts. Suddenly after he had sold a lot of coal they raised the rate without notice and forced him to bear the loss. He represented the matter to the company but they would do nothing. He was sure they would not treat the St. John merchants so. It costs a Woodstock merchant or manufacturer 10 or 12 cents more to land his goods at an up river town than it costs a St. John man. Mr. Tinker, the freight agent of the C. P. R., had told him if he couldn't get a decent rate he had better leave and go to a town where the C. P. R. treated the merchants better. He said we should get after the C. P. R. with every weapon and compel them if possible to put us on an equal footing with other towns. He favoured the appointment of a committee

to look into the matter of freight rates with a view to making a case for Mr. Carvell to present to the railway commission. He understood Mr. Carvell was only too willing to take the matter up.

On motion of J. Douglas Carey seconded by J. T. Allen Dibblee a committee was appointed composed of Mayor Munro, J. T. Allen Dibblee, G. E. Balmain, E. R. Teed.

On motion J. T. Allen Dibblee seconded Mayor Munro the secretary was requested to write to Mr. Leonard and Mr. Downie asking them to replace the suburban train at least from November 1st till December 24th.

Mayor Munro felt the need of taking action toward getting the suburban train replaced on the schedule and of having a case made of our grievances in the matter of freight rates. Every manufacturer and importer had his grievances and these were also the grievances of all the people of the county. J. D. Dickinson, he said, complained that the C. P. R. charged more to haul bark from up river points than to Vanceboro, about 60 miles farther down the line, for export to Boston than from Woodstock. There would be no trouble at all in getting a large list of injustices done us by the C. P. R. in freight rates. The suburban train might not pay the C. P. R. a large profit but he could not believe it was run at a loss. Since taking it off they had had to run special freights days, nights and Sundays. This enabled them to economize by laying off crews at times, which was no advantage to their employees. Considering the large amount of money they receive from Woodstock and Carleton County the company could afford to deal more liberally with us than they propose to do. He thought the whole matter of our grievances should be brought plainly before the public, the railway company and the railway commission.

J. D. Carey of the Alex. Dunbar Co. said his company laboured under many disadvantages caused by the freight schedules of the C. P. R., and he desired to express the protest of his company at the exorbitant rates they had to pay. In selecting a site for a factory, foundry or machine shop other towns presented great advantages over Woodstock in the matter of rates and he thought no corporation should have the power to prejudice the interests of a town to such a large extent.

H. Paxton Baird said he was no longer engaged in business in Woodstock but he had no less an interest in the affairs of the town. He saw that the board of trade was grappling with the same enemy as in the first days of its existence. The policy of the C. P. R. was not a business policy. He found this not only here but in the West as well, where he had lately been. We had tried to make Woodstock a manufacturing centre and we should undoubtedly have succeeded with even a slight encouragement from the C. P. R., but instead of encouraging us they had thrown every obstacle in our way. If they would haul us raw material at a reasonable rate we would add to their revenues by giving them a manufactured article to haul away. We could give them plenty of business if they had the business sense to take it. They have Calgary in the west at the same disadvantage as they have us here, and they are giving her doses of the same blind policy that they give us. Our only hope is to keep eternally at the C. P. R. for our rights.

John A. Lindsay thought the treatment the C. P. R. had given Mr. Dibblee was distinctly unfair, but that was nothing new for the C. P. R. A great many people were not fighting for their rights in this matter because they thought there was no hope, but he had faith that we should win if we put up the fight hard enough and long enough. He cited one most unjust feature of the freight schedule, namely that a car of freight would be hauled past Woodstock to Edmundston cheaper than it would be left at Woodstock.

The Hon. W. P. Jones, Solicitor General, who came in late, said he was interested in the matter of freight rates both as a citizen and as the owner of stock in a large manufacturing concern. Some years ago he attended meetings of the board more regularly than he had been able to do lately, but he saw that the citizens were confronted with the same problems as they were years ago. Woodstock was a non-competitive point and the C. P. R. made them pay for it. He saw that practically no progress had been made in the struggle for fair rates. The matter required agitation. The citizens should be called together and the matter, with all its disadvantages to Woodstock, placed strongly before them. All the citizens should be made interested in the fight. He said that perhaps Mr. Newcomb, superintendent of this division of the road, was hampered in his desire to help us by directions and regulations from head quarters. If the citizens got together

and made their views and objections known in a forcible way it would strengthen Mr. Newcomb's hands in his efforts to help us. He remembered some time ago the town of Edmundston asked something of the C. P. R. and it asked so strenuously that the railway company hurried to grant it. Perhaps if we kept at it we should at least get almost what we deserved. A statement of rates charged to Woodstock and to other points should be made and published so the people might see to what extent they are being discriminated against. If we don't keep at them continually, instead of lowering the rates they will raise them.

On motion J. T. Allen Dibblee seconded by Mayor Munro the St. John board was requested to use its influence to stop the hold up of freight from the west between McAdam and Woodstock.

It was a meeting of serious men, merchants, manufacturers and professional men, and they meant business. If they keep up this fight for decent treatment from the C. P. R. they must win in the end.

A case of the discourtesy and negligence of the C. P. R. that happened during the last few days deserves notice. A car of brick was shipped on Thursday the 25th from St. John to W. F. Dibblee & Son, Woodstock. Mr. Dibblee promised part of them to a man in Lakeville on Monday. The car should have reached here on Friday. The man who was to have the bricks left Lakeville at 3 o'clock Monday morning and drove to Woodstock, a distance of 15 miles. The bricks were not here. The car was held up at McAdam for repairs. The C. P. R. should have shipped the bricks on a sound car, or at least should have notified Mr. Dibblee of the delay at McAdam. If Mr. Dibblee had been delayed in unloading the car the company would have charged him well for it.

Death of David Phillips.

On Saturday morning C. R. Watson received a wire from his son J. Rice Watson, announcing the death of David Phillips of Mount Pleasant, aged 70 years. Mr. Phillips retired on Friday night apparently in good health, but suddenly he was taken ill and died at 3 o'clock on Saturday morning. The deceased was well known and was one of the county's leading farmers. For many years until the last election he represented Peel parish in the County Council. The community, his family and numerous friends will regret his death.

Deceased is survived by Mrs. Phillips, two sons David and Earl, and the following daughters: Mrs. Frank Burpee of Upper Woodstock; Mrs. Walter Craig of Mount Pleasant; Mrs. Eldon Laskey. Mrs. J. R. Watson of Woodstock, Mrs. Alfred Arnfield of Lawrence, Mass., and Miss Ella Phillips at home.

The funeral took place in Mount Pleasant at 2 o'clock Monday afternoon.

Eighteenth Anniversary.

The eighteenth anniversary of the organization of the Reformed Baptist church and denomination will be celebrated by a three days meeting beginning Friday evening next at 7.30 and will continue over Sunday. There will be three services Saturday viz. at 10.30 a. m. social service, 2.30 p. m. covenant meeting, 7.30 p. m. roll call. Sunday 9 a. m. Love Feast, 10.30 a. m. preaching, 11.30 a. m. communion service, 2.30 p. m. Sunday school rally, 4 p. m. service to be led by the Fort Fairfield and Hartland Praying Bands, 7 p. m. praise service, 7.30 preaching, entertainment will be provided for those coming from a distance. All ministers and people are cordially invited.

Murphy-Darrah.

At the Methodist Parsonage, Woodstock, Wednesday, October 10th, at 2.30 p. m., by Rev. R. G. Fulton, Ethel A. Murphy, of Bloomfield, to Shephard A. Darrah, of Woodstock. The bride was very tastefully dressed in white silk. After luncheon was served the happy couple left on the Gibson train for Fredericton and St. John. Her travelling suit was garnet with white satin trimmings and hat to match. The bride was the recipient of a number of useful presents. The groom's present to the bride was a handsome brooch.

Circuit Court.

In the case of Milmore vs. The Town of Woodstock the jury after being out an hour and a half brought in a verdict of \$25 damages for the plaintiff. The court then adjourned to meet on Thursday at the court house.

A GUARANTEED CURE FOR PILES
Itching, Blind, Bleeding, Protruding Piles. Druggists are authorized to refund money if PAZO OINTMENT fails to cure in 6 to 14 days 50c.

For a Good Brand of Coffee go to H. G. NOBLE'S.