

THE DISPATCH.

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North Shore Man Now in the West

Some Impressions of the Country and Life There

A well-known North Shore man, now resident in the West, writing from Vancouver to a friend here, says:

"How are things in the old province anyway? It seems, notwithstanding the change of government your city will come in for extensive harbor improvements. On the North Shore we used to complain that you chaps lit on your feet no matter what happened—barring, of course, occasions when you crossed swords with us.

"I believe there has been considerable success met with in prospecting for oil and natural gas. If such were the case in the West there'd be an awful hurrah about it. New Brunswickers lack the optimism of the West. They don't raise a howl and are allowing the province to be pushed into the background. In telling you, and I know, there are more advantages to be had there for the man of moderate or small means who would get some comfort out of the game as he goes along than can be found in many of the widely advertised and much lauded places in the West. But in the Old Country, and from whence cometh out immigrants, our large capital, our cities and our 'don't you know boys,' no prominence is given to New Brunswick, Nova Scotia or P. E. Island, nay more, they are pushed to the background, or if spoken of at all are spoken of disparagingly as old worn out countries with a God-forsaken climate. So what the—, why the—, where the—, are you going to get. One learns these things from hearing Old Country people express their opinions of Eastern Canada and on enquiry find the notions were instilled into them before they left the 'ould sod.' For the Lawd's sake don't quote me as the author of these remarks for they are fearfully jealous of the rest of the world out here. The province has much to be proud of and is still a young province, but before much will be done in the way of cultivating the farm lands in it there will have to be found people who are content to undertake rigorous pioneer work, heavy clearing of land and many trials unknown to Eastern Canada. This is not altogether true of the prairie provinces. There the land is ready for the plough and any industrious farmer can get somewhere from the start."

We copy the above from the St. John Globe because the writer gives you actual facts. We have told you time and again that there is no better spot on God's green earth for the farmer of moderate means to make a good, comfortable living and also lay by something for old age, than right here in Carleton County. You have got good land, good markets, good schools, and churches of nearly every denomination. Then what is the matter with Carleton County? We answer: Nothing is the matter with the County, the trouble is with the people. First, they are afraid of work. Second, ask one of them what chance there is for a man of small means to make a living and pay for a home, and he will tell you, none, don't come here to starve, go West.

Now let us ask one of our neighbors in Aroostook Co., Maine, the same questions. What will be his answer? He will say, "Any man can not only make a living but can get rich in a few years if he will come here and work."

Now we fail to see where there is any better show for a man in Aroostook County than there is in Carleton County. To be sure you can pay from two to three times as much for the same kind of a farm, you can also pay heavier taxes, but you cannot raise any better crops.

The reason that has made Aroostook known from Cape Breton to California is that every Aroostook man booms his country.

The reason more people don't come to New Brunswick is because every one knocks it.

Now if every man in Carleton County will quit knocking and get down to work, work the same as you would be obliged to do if you went to a New Country, in a few years time you will not only have double of this world's goods, but Carleton County will be the most sought after spot in America.

Let's start now!

The December Rod And Gun.

Full of winter flavor and reminiscent of the time of year is the December (Christmas) number of Rod and Gun in Canada, published by W. J. Taylor, Limited, Woodstock, Ont. "Feeding Prairie Chicken in Winter" is a story which every lover of the Wild and the Things of the Wild will peruse with the keenest pleasure. It shows in every line how much real gratification can be obtained from a little attention to the wants of the birds during the winter weather and how observations, laying up a store of pleasant memories, can be obtained, the minimum of trouble giving the maximum reward. "Lost in a Manitoba Blizzard," "Animal Sanctuaries in Labrador" and the "Literature of Angling" show the wide interest created by this number and illustrate the manner in which sportsmen of the most varied tastes are catered to. These papers can all be read by the general reader with both pleasure and profit and the work done in this way for Canada is not to be measured by the fact that primarily the magazine appeals to sportsmen. There are plenty of sporting articles from seal hunting to bear hunting including that most strenuous sport of all—mountain climbing. A fine Christmas present is a subscription to Canada's leading sportsman's magazine.

Mrs. Fannie Ivery

Fannie Beatrice, widow of the late John Ivery, of Bear Trap point, North Lake, York Co. died Dec. 12th from a complication of diseases aged about 57 years. She leaves one son Andrew and one daughter Mrs. Elizabeth Sullivan, of Houlton, a number of grand children, three brothers, James and Thomas, in the West and Samuel, of Maxwell, some sisters in the west, beside numerous other relatives. She was a daughter of the late Samuel McIntyre of Maxwell. The deceased was confirmed this last Summer at the Episcopal church Rev. A. W. Teed attended the services. Her remains were buried at the P. Church.

KIRKLAND

The roads are not very good at present, there is not any snow on the ground. Hedley Dykeman has returned home from Wolseley, Sask. Miss Annie Graham, teacher, has returned home. Ella Graham is at the Hospital in Woodstock, we think The Carleton Co. hospital. Our teachers will soon be leaving for their different homes.

YOUNG'S COVE

Dec. 15th. Steven Chapman, of Brookvale, met with a very painful accident on Tuesday the 12th., inst., while working in the woods, by having a tree fall on him, pinning his head to a tree he was hewing, crushing his cheek bone, and terribly lacerating his nose and the exterior of his left eye. Dr. Hetherington, of Coles Island, was speedily summoned, and dressed the injured man's head. At present Mr. Chapman has a very good chance for recovery.

Mrs. L. D. Ferris has been very ill with an ulcerated tooth, and it is feared she will have to undergo an operation to get the tooth out.

Mrs. G. Edgar Tobin, wife of Rev. G. Edgar Tobin, while visiting Mr. and Mrs. Thos. Wiggins, was taken ill on Sunday last and was not able to go with her husband to his services, and had to remain at the house of Mr. and Mrs. Wiggins, who gave her every attention and the next day she was able to proceed to her home in Jemseg.

Mr. and Mrs. Bart. McLean are receiving congratulations upon the arrival of a young son.

Mr. and Mrs. C. H. Wiggin's house was gladdened by the arrival of a little stranger,—it is a girl.

The Grand Lake which was frozen over is open again.

The roads are in a very disagreeable condition and it makes travelling very unpleasant.

C. H. Mott spent a few days of last week in St. John on business.

Mrs. E. Slocum and Miss B. B. Kelley are visiting friends in St. John.

The ladies of St. Luke's church will meet on Wednesday of next week to decorate the church for Christmas.

**Shiloh's Cure**  
quickly stops coughs, cures colds, heals the throat and lungs. 25 cents.

Valley Railway Contract Has Been Signed.

The contract for the building of St. John Valley Railway form a point on the National Transcontinental Railway near Grand Falls to St. John was signed last night in the executive chamber at the Departmental Buildings. The government of New Brunswick and the St. John & Quebec Railway Company are the parties to the contract, Hon. H. F. McLeod, provincial secretary, Mr. A. R. Gould, of Presque Isle, Me., president and Mr. J. U. Thomas of St. John, secretary, of the railway company being the persons whose signatures are affixed to the contract. All members of the provincial government with the exception of Hon. D. V. Landry and Hon. J. A. Murray were present when the contract was signed. Mr. A. P. Barnhill of St. John was present as solicitor of the company and Mr. J. Howe Dickson clerk of the executive council affixed the seal of the province to the document. Mr. J. D. Black of this city was the witness. Messrs Paskeert and Lisman representing New York financial interests which are back of the project left for their homes last evening.

The signing of the contract was concluded shortly before midnight. Premier Flemming was presented with the pen with which the contract was signed.

Hon. J. K. Flemming stated last night that the location survey for the new railway would begin at once, and work of construction as early in the spring as the weather may permit.

In connection with the signing of this contract it should be remembered that upwards of two years ago a company was formed and chartered for the purpose of building a Valley Railway, which really existed as a holding company prepared to turn its charter over to any bona fide company which might appear able to undertake the construction of the line. So far it is not apparent that any provision has been made for the reimbursement of the money spent by the gentlemen comprising that company in organizing and obtaining a charter. Those comprising the company were, C. Fred Chestnut, J. J. Weddall, J. T. Allan Dibblee, B. F. Smith, E. R. Teed, Chas. L. Smith, Chas. M. Sherwood, Edward A. Savage, John Palmer, G. W. Hodge, F. B. Edgecombe, J. S. Neill, Henry Wilmot, A. R. Slipp, M. P. P., R. B. Emerson, J. F. Tweeddale, M. P. P., W. H. Thorne, George B. Jones, W. E. Foster, Shos. H. Bullock. The signing of the contract took place at the Executive Council Chamber in the Provincial Government buildings and the parties to the contract are the Government of New Brunswick and the St. John and Quebec Railway Company.

The contract bears the official seals of the Province of New Brunswick, and the St. John and Quebec Railway Companies, and the signatures of Hon. H. F. McLeod, as provincial secretary, A. R. Gould, as president, and J. U. Thomas, as secretary of the St. John and Quebec Railway Company.

Premier Flemming, Attorney General Grimmer, Hon. John Morissy, and Hon. Robert Maxwell, were the other members of the provincial government present at the final conference, immediately preceding the signing of the contract and later when the contract was signed, while Mr. A. P. Barnhill, K. C., of St. John, was also present as the solicitor of the company, Mr. J. Howe Dickson, K. C., clerk of the executive council, in his official capacity, attached the seal of the province to the contract.

The signing of the contract means that work on the construction of the railway, will be commenced at once. That is, the final location survey of the railway will be undertaken and completed as rapidly as possible; and during the winter, railway ties and other supplies will be got out so that the actual work of construction can be commenced just as early in the spring as weather conditions will allow.

The contract calls for the construction of a first-class trunk line of railway in all respects, from Grand Falls to St. John, a distance of 208 miles.

The route as described in the contract in section No. 1., is briefly, from a point on the National Transcontinental Railway at, or near Grand Falls, via Centreville and Lakeville, to Woodstock, thence by the river St. John to Fredericton and Gagetown, thence crossing the St. John River at or near the Mistake, thence crossing the Kennebecasis river at or near Perry's Point, and thence to the city of St. John.

Provision is made for the completions

of the divisions from Fredericton to Woodstock, and Woodstock to Centreville, and from Fredericton to Gagetown on or before November 1st, 1913, and the completion of the whole road from St. John to Grand Falls on or before November 1st, 1915.

Section No. 7, of the contract provided for the guaranteeing of the bonds by the province to the extent of \$25,000 per mile, the proper safe guards being thrown about this and all other sections.

In section No. 12, provision is made for the payment to the province of the expenses incurred in having the survey of the line made under the direction of Chief Engineer David F. Maxwell.

Section No. 13, provides for the deposit of \$100,000 by the company with the province on the execution of the contract. This section has, of course, been complied with.

In section No. 14, provision is made that the company will give security for the interest on the bonds during the period of construction, prior to the lease of the road to the Dominion government as a part of the Intercolonial Railway going into operation.

Section No. 15 provides for a deposit by the company of \$300,000 to safe guard the province during the early years of the operation on the railway when 40 per cent. of the gross earnings which will be paid for the lease of the road, might not be sufficient to meet the interest charges on the guaranteed bonds.

In section No. 17 provision is made that the company for themselves, their contractors or subcontractors, must pay all just claims for material and supplies furnished and wages for labor performed before receiving the guarantee of bonds or payment of cash.

Section 22 provides that no workman employed on the construction work shall be paid less than the minimum wage set out in a fair wage schedule attached to the contract, and in section No. 24 provision is made that the plans and specification of bridges shall be submitted to the lieutenant governor in council for approval and afterwards that a detailed statement of their cost shall be submitted.

Attached to the contract are the specifications for the building of the railway. They provide for a grade between Fredericton and St. John not exceeding 4-10 or 1 per cent going east and 6-10 or 1 per cent going west and between Fredericton and Grand Falls not exceeding 1 per cent. All bridges, culverts, etc., are to be of massive masonry or reinforced concrete with superstructures of steel and are to be of the class designated by the department of railways and canals of Canada as Especially Heavy. The rails are to be of steel and to weigh not less than 80 pounds to the lineal yard, providing for a first class trunk line of railway in every respect.

Fredericton Mail.

PRICE OF SUCCESS.

No worthy enterprise can be done by us without continual plodding and wearisomeness to our abilities.—Milton.

Suffragettes Sentences To Two Months Jail

London, Dec. 12.—Twenty-two suffragettes arrested with 200 companions in connection with the demonstration at the House of Commons on Nov. 21, were indicted at the London sessions to-day. About 200 had been summarily sentenced by the police magistrate at Bow street police court on minor charges. The accused who appeared to-day had on their first appearance been committed for trial at the sessions and now had to answer more serious charges of maliciously damaging property. All the prisoners pleaded not guilty. They were brought up in batches of four. The first group when found guilty, refused to undertake to refrain from similar lawlessness in the future, were sentenced to two months in jail.

Bomb Explodes

Boston, Dec. 16.—Thirty-five people narrowly escaped serious injury, and perhaps death early to-day when a bomb, believed to have been placed by Black Handers exploded in a five story tenement house, and store at 14 Norman street in the west end section. No clue has been discovered to the perpetrators.

TEMPERANCE VALE

The mild weather during the past week made it inconvenient for the work on the new railway line as there was a scarcity of required sleepers.

Mrs. Lemont and Miss Pinder, daughters of James H. Pinder, Esq., M. P. P., arrived from Prince Rupert, B. C. last week and will spend some time with their parents here.

Mrs. Claude MacDonald spent part of Saturday, 16th. inst., in Fredericton.

Mrs. Charles Harris, who has spent some time at Tracy, N. B., is visiting her parents, Mr. and Mrs. William Briggs.

Ernest Billings, of Hartland, is the guest of his sister, Mrs. William Haines.

Willie Dore, of Southampton, was in the place recently.

School will close here Wednesday for the Christmas vacation. The teacher C. S. Ingraham, will attend the teacher's institute at Fredericton, and will leave there Friday evening, 22nd., to spend the holidays with his parents in Holyoke, Mass.

Miss Mersereau and Miss Chapman, teachers at East Waterville and Rossville, respectfully, will attend the institute.

Mr. and Mrs. Auber McElwain will spend Christmas at Middle Southampton, guests of Mr. and Mrs. G. A. Grant.

The Christmas tree and concert will be held here Christmas night. Everything looks promising for a successful entertainment.

Allen Corey has been making improvements on his dwelling which adds to appearance as well as convenience.

Important Evidence Against Richeson

Boston, Dec. 16.—A capsule filled with white powder and a souvenir postcard written by Miss Avis Linnell, are to figure in the prominent exhibits to be offered by the prosecution at the trial of Rev. C. V. T. Richeson for murder, which will begin on January 15th., with Judge A. Sanderson presiding.

The capsule was found in Richeson's desk at his room in the home of Mr. and Mrs. Frank Carter, 147 Magazine street, Cambridge, and the post card, together with a volume of other correspondence, was among the property of the accused preacher which the police seized when they ransacked his lodgings. They carried off books, manuscripts and other personal effects sufficient to load a van which, with Captains Armstrong and McGarr, as guard, was driven to the court house in Pemberton Square. The confiscated property is now held by the prosecution as evidence.

John L. Lee and Beverly Harrison, counsel for Richeson, left for their homes in Virginia today to spend Christmas, having with the assistance of William A. Morse and Philip R. Dunbar, of Boston, got the defence of the clergyman in such shape that they will be ready for the case when it is called.

Mrs. H. R. McLardy returned on Tuesday from a short visit with Mr. and Mrs. John Wiley of Ludlow, Me.,

Miss Caroline Munro, student at the Halifax Ladies' College, Halifax, is spending her vacation with her parents, Mr. and Mrs. D. Munro.

Motherhood

is the highest type of womanhood.

Scott's Emulsion

is the highest type of curative food.

The nourishing and curative elements in Scott's Emulsion are so perfectly combined that all (babies, children and adults) are equally benefited and built up.

Be sure to get SCOTT'S—it's the Standard and always the best.

ALL DRUGGISTS