

THE WOODSTOCK DISPATCH.

ISSUED WEDNESDAY

From the office, 29 King Street, Woodstock, N. B.

Subscription price \$1.00 per year. Advertising rates made known on application. P. O. Box E. Telephone.

T. C. L. KETCHUM & CHARLES APPELEY, Editors and Proprietors.

WOODSTOCK, N. B., JULY 4, 1894.

MIND YOUR HEALTH.

"Let well alone," is a motto which a great many people conveniently advise. But they are generally resorting to a subterfuge, for the truth of the matter is, that in nine cases out of ten, they really mean "let ill alone."

Woodstock is not in a first class sanitary condition. It is in no sense prepared to meet a pestilence. On the contrary, they are reasons for thinking that if once an epidemic gets a fair start, it will keep the doctors and undertakers unusually busy.

Is it possible that the town council about a year ago calmly discussed the question of a pest house, and as calmly laid the matter on the table for an indefinite period? Are the citizens aware that if a scourge of smallpox or diphtheria, or scarlet fever, or cholera should visit Woodstock there is no place available for the proper treatment of victims? Both these questions are answered by the report of a meeting of the Board of Health held last Thursday.

THE DISPATCH has no desire to alarm people needlessly, but it values the old adage "prevention is better than cure," and recognizes the truth that while we should all trust in Providence, at the same time Providence helps those that help themselves.

There are some cases of scarlet fever in town, and when scarlet fever begins to spread it is not stopped in a moment. Let the town council and the citizens generally see that everything is done to stamp out this disease before it gets headway.

We are a small town, but we are quite crowded and in many places very dirty and need cleaning up. The Board of Health woke up to their responsibility last week, and they did not get out of bed a bit too soon.

An article in this issue plainly indicates that our school houses are in far from a creditable condition. Our free school system is of but small account, if liability to ill-health accompanies it. And this seems to be the case as far as Woodstock is concerned.

There are buildings in this town we are told, where epidemic has a patent to reside. Family after family, who have lived in such quarters have paid the heavy penalty of discounting the danger attendant on bad drainage and poor water supply.

Nothing must be allowed to stand in the way of the removal of that which threatens the health of the community.

FRANCE.

France has the sympathy of the civilized world in her grief over the death of a great and good man.

The creed of anarchy unlike that of socialism is the destruction of all government. There may possibly be some excuse for anarchy in Russia, but certainly not in France. The cause of earnest and intelligent laboring men the world over, suffers immeasurably from such violent monstrosities as the Italian assassin. There are a certain number of men in every country who are living on the ragged edge of society, and who feel that they have grievances against the body politic. There are many earnest thoughtful men and women endeavoring to solve the problem of life for them, and it is also the problem of the life of civilized society. But the problem is only complicated the more seriously for such acts as that of Cesaro Giovanni Santo.

AN ENGLISH CUSTOM.

A long time ago in England it was thought necessary in order to assure the people that a child really of royal birth would ascend the throne, that an officer of State should be present in the royal chamber when the queen gave birth to a child. Undoubtedly this was not a bad plan in those early days of semi-barbarism, but it looks just a little nonsensical in the last decade of the nineteenth century.

It is a little doubtful, any way, if poor Mr. Asquith would be able even now to identify the royal infant as the only means by which he could do so would be its voice.

There is a legal maxim to the effect that when the reason for a custom ceases to exist the custom itself become obsolete. It certainly seems desirable that the maxim should be exerted to the wiping out of this custom.

THE CROPS.

A heavy harvest of almost all farm products is anticipated. Haying has already been commenced in some sections of the county. The grass crop is most abundant, and clover, which last year was a failure, is luxuriant. Indeed, in passing through the country one is almost filled with wonder, where room will be found for other crops when the countless tons of hay have been put in the barns.

The potato is the only product which is not ahead of the mark. The bug has been more than unusually busy, and for some reason or

other the growth of potatoes has not been equal to the other crops. Perhaps it is, the other crops being so superior to many years past, that the comparatively lightness in potatoes is more apparent than real. The season generally is between a week and a fortnight ahead of many previous years. One noticeable feature of the grass crop is that in spite of the poor returns last year, hay has been selling unusually cheaply. It, therefore, does not at all follow that because the product this year is superabundant, the price may not be tolerably high. A big or small crop in Carleton county often means the opposite in other hay producing centres.

AWFUL RAILWAY ACCIDENT.

A Train on the Canada Pacific Goes Through a Bridge—Said to be the Work of a Human Fiend.

The Canadian Pacific train from Montreal Sunday evening met with the most serious accident that has occurred since the opening of the Short Line. Very few details have as yet been received, but the particulars at hand show that four persons, one of them a resident of St. John, were killed and that many were injured; some quite seriously if not fatally.

The accident was caused by the collapse of a section of the trestle over the western outlet of Moosehead Lake and within a mile or so of Moosehead station. This trestle, built of wood like the others on the line, was fifteen or twenty feet high and two hundred and forty four feet long. It was between Askwith and Moosehead and within fifteen miles of Greenville Junction.

The catastrophe occurred about five o'clock in the morning. The train was running along at a good rate and was part way across the trestle when it gave way. The engine tender postal car, baggage car and a second class passenger car fell through and piled one on top of the other on the bottom. Fortunately the first-class cars and the sleeper, in which there were many passengers, remained on the rails. Had they followed the others the results, bad as they are, would have been infinitely worse.

The driver, F. Leavitt, whose run is between Brownville and McAdam, was killed instantly, and his fireman, Angus McDonald, was terribly injured. At first it was thought he was dead and there are doubts if he will be able to pull through.

Next to the engine was the postal car. In it were two clerks, both residents of St. John, Walter Starkie and John G. Miller. It is probable they were in their berths asleep at the time and that the fall threw them out. Mr. Starkie was killed, and Miller was somewhat injured, but, so far as known, not at all seriously. His escape is considered marvellous, but it is likely he was thrown against some mail bags, thus breaking his fall.

Whether or not the men in the baggage car were injured is not yet known, but if not seriously hurt they certainly must have been badly shaken up and bruised.

Following the baggage car was the second class in which there were a large number of passengers. Most of these were stretched out in their berths asleep at the time of the accident and the fall threw them violently from their resting places. That only one was killed is marvellous, but many of the others were injured and some it is feared quite seriously.

The cars as they fell crushed against one another, badly smashing them. Had the two cars that remained on the rails fallen on the others many of the passengers would have been killed.

The train was in charge of Conductor Dales and as soon after the accident as possible he telegraphed to General Superintendent Timmerman, but his first despatch was very meager. It announced that the engineer, fireman, one mail clerk and a second-class passenger were killed and many of the second-class passengers injured. Wrecking trains were at once sent out from the nearest points and all possible steps were taken to care for the injured and get the road in shape for traffic again.

It is hard to believe that the terrible disaster was a deliberately planned scheme by human fiends, but such seems to have been the case. Particulars received this afternoon by Superintendent Timmerman prove almost conclusively that it was the work of train wreckers, but their motive is not known.

A wire was stretched to the scene of the disaster, and then Conductor Dales telegraphed fuller particulars to Superintendent Timmerman. His report shows that the giving way of the trestle was caused by the engine and cars jumping the rails. Three sections of the trestle fell, and through these the derailed train dropped to the ground below, crashing through the underpinnings of the trestle in their fall.

A reason for the train leaving the rails was sought, and the discovery was made that three heavy sleepers had evidently been piled on the track very near one end of the bridge. One sleeper was found which the engine had completely cut in two and not far from it were two others that had been hit by the engine. All three were loose. It is supposed the fiend or fiends who wrecked the train took them from a large pile of ties that were within a hundred yards of the western end of the trestle. The fact that the brakes on the engine and cars were found hard down is taken to indicate that the engineer had seen the obstruction and was doing his best to stop the train before reaching it. Whether or not that is the case can only be conjectured, for the poor engineer can never tell his story. That the trestle gave way when the heavy train left the rails and went pounding over the ties is not at all surprising.

Conductor Dales sent Mr. Timmerman a correct list of the killed and injured. Those killed were: Engineer Fred Leavitt; Mail Clerk W. Starkie; F. Foss, station agent at Greenville, who was a passenger on the train, and a second-class passenger named Hoyt, from Fort Fairfield, Me. Another second-class passenger whose name is unknown is

missing, and is supposed to be under the wrecked cars.

The injured were Fireman Angus McDonald, whose condition is serious; Baggageman Kelly, News Agent Devine and Station Agent C. G. Grant of Jackman, all quite badly, as well as Express Messenger Shoefelt, whose injuries are very slight. None of the passengers were seriously injured, but those in the second class car got a bad shaking up.

Superintendent Timmerman says that the trestles and bridges along the line are examined every month and that the one on which the disaster occurred was gone over only last week and pronounced safe and in good condition.

Of Interest To Women.

Women who are fastidious concerning the daintiness of their lingerie will be pleased to hear of a new material for making fine undergarments. Heretofore French batiste has excelled all other fabrics in delicacy and texture; elegants have for some time past refused to buy any other stuff. But really batiste is shockingly expensive, and besides it is to frail to endure the rough handling usually meted out to one's clothes in the laundry.

Fancy, then, what a boon is the discovery of china linen, imported direct from the orient and possessing every imaginable virtue. The goods is woven of attenuated threads of ramie, is thin and light, has a marvellous gloss and is cool as rose leaves next the skin.

Its wearing qualities are surprising, and even from the crudest washing it comes out crisp and smooth as satin. The best grade is 35 inches wide and costs about 95 cents a yard and once used it wins and holds its own.

New York shops that develop one or more novelties every week are now offering some rather fresh ideas in veils.

The newest is of fine silk tulle, cut to fit a medium sized hat and sparsely sprinkled with black moire spots that shine when the sun strikes them. A narrow moire ribbon borders the veil that as a whole is smart but extremely trying to the eyes.

Other recent styles are of chiffon in tan, blue and black, with a deep selvage and blue surface. For driving and visiting in the country fashionable women are rather fond of cream tulle and nets that are so odious when worn on the streets. Some of these light veils are really very charming, having the fine silk surface overlaid with delicately wrought lace figures and a deep border of rich needlework. Black chiffon has now almost displaced the popular nun's veiling for mourning use.

Spring and Summer coats, whether cut with long basques or snipped off into garcon jackets, seldom fasten across the bust, but are finished at that point with buttonholes opposite each other. This is done to give place for a little trinket that has captivated the fancy of womankind.

An unusually handsome specimen had an exquisite miniature set in a Louis Seize frame of old silver studded with diamonds, the whole pin being about the size of a fifty-cent piece. This fastened over the right-hand buttonhole and from it extended a silver chain that slipped through the opposite hole, knotted once about itself and in a silver ball completely crystallized with brilliants.

Bridge Gives Way.

On Friday afternoon last as the Salisbury and Harvey railway train was going to Harvey on her return from Salisbury, the river bridge on the Harvey branch railway gave way, precipitating the postal and passenger cars into the bottom of the river. The engine, however, escaped with a mighty effort. Fortunately there was about four feet of water where the cars landed. Several persons who saw the bridge go down ran to the scene. Conductor Downing who was the first to get out of the wreck came to the surface with a bad cut on his head. This did not lessen his energy, however, and he bravely went to relieve his fellow sufferers and with the help now at hand succeeded in getting out all on board. Miss Aletha, daughter of Capt. George Coonan, of Harvey, was very seriously injured, and it is uncertain even at this hour as to her recovery. A man called Smith received quite a bad cut on his head over the eye, but he is doing well. Vernon Copp, a son of Stillman Copp, formerly of Roshea, escaped with no injuries to speak of. Brakeman McKay received a bad cut above the ankle, but is quite comfortable now. Mr. Alward, a passenger, escaped with a bad shaking up, as did Postal Clerk Belyea. Brakeman Crossman is quite badly hurt about the head.

Arbitration

Arbitration in Great Britain, more than in this county, has been an important factor in the adjustment of wage disputes in the iron and steel trades. The rule has been to appoint as president of this industrial court one of the large employers of labor concerned in the issue, and a workman of proven capacity and energy as vice president. A new departure has, however, been made in the iron and steel districts of West Scotland, in which the essential features of expert knowledge are dispensed with. The arbitrators are chosen for what they do not know of the matter under dispute, it being inferred that decisions will be without prejudice and not likely to be interested. This plan is so radically different from the usual practice that its results will be watched with interest. If a success, it may establish a precedent of importance. It is evident that industrial disputes are becoming of graver importance, and their settlement by peaceful means an imperative necessity. It is becoming a case of bricksbats or brains.—The Age of Steel, St. Louis.

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Insect Powder,
Tanglefoot Fly Paper,
Baird's Fly Poison Mats,
Camphor,
Camphorite Balls,
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A Brass Band

will be in attendance.

Sports of all kinds, Swings, Merry-go-Rounds, Races, etc., for which suitable prizes will be given. This is to be a FREE BASKET PICNIC, but ample provision will be made to feed all who have not baskets, as follows:

Dinner 35c., Supper 25c.

A Concert in the Big Tent

IN THE AFTERNOON.

Admission: Adults 25c.; Children 15c.

A foot bridge will be erected for foot passengers for which a small toll will be charged. Horses will be taken care of at or near the grounds. Arrangements are being made to have the trains stop at the siding near the picnic grounds. Persons can get off and on train within a few rods of picnic. Should the day be wet picnic will be held next fine day.

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