

# THE DISPATCH.

VOL. 4. NO. 5.

WOODSTOCK, N. B., JUNE 30, 1897.

PRICE TWO CENTS.

## Give It Away

And get a new one. I mean that old suit of clothes. It looks horridly on you. You could do more business if you were better dressed. Our stock of

Fancy English Worsteds.  
Canadian and Scotch Tweeds,  
Light Overcoatings and Trouserings,

is unsurpassed in the province. The secret of our success is first-class work and low prices.

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—MANUFACTURERS OF—

**Church Pews, Doors,  
School Desks, Windows,  
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**Window and Door Screens,  
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We have in stock the Most Popular Refrigerators that ever have been introduced heretofore. Moderate in price, and always satisfactory; neat in appearance; of superior workmanship; it has no equal. It Saves Ice and Saves Food. Prices ranging from \$10.00 upward.

We also have in stock the



**IMPROVED  
White  
Mountain  
Freezer.**

This is the only Freezer in the world having the Celebrated Duplex Dasher, with double self-adjusting wood-scraping bar, by the use of which cream can be frozen in less than one-half the time than with any other Freezer now in use. Cream can be frozen in four minutes in the Improved White Mountain Freezer.

We also have a full line of Wire Door Screens and Adjustable Window Screens in different sizes, and Screen Wire Cloth at Lowest Prices.

We have just received several new lines of Cooking Stoves and Steel Ranges, which are low in price and warranted to give satisfaction.

**W. F. DIBBLEE & SON.**

## AT DIBBLEE'S CROSSING.

### Terrible Railway Accident And a Life Lost.

Herbert Craig, Brakeman, the Victim.—  
Bad Smash-up of Cars.—Inquest Opened  
Yesterday.—Trying to Find the Cause.—  
Conductor Street's Testimony.

A railway accident the like of which has not occurred near Woodstock before, happened on Saturday night last, to the mixed train due here at 10.30 standard time. One life was lost, that of Herbert Craig, brakeman. The destruction of property was huge. The accident happened about 100 yards or so, the lower side of the first Hodgdon road crossing coming in, a place some four miles below town, on the track. The train was a particularly long one, there being in all some twenty cars behind the engine. The coupling broke between the seventh and eighth car from the engine, and the eighth car "gilpoked" to use the technical expression—that is a long bar or rod fell down in front of the car, and the end catching on something threw it off. Other cars followed and piled up in all directions, many of the cars being broken into smithereens.

Craig was brakeman. Just before the accident he was in the engine. He went back, and that was the last seen of him. Presently his lantern was seen to be thrown in the air, the crash occurred and when the train came to a stand still the unfortunate young man's mangled remains were found near the track. The baggage and passenger cars did not leave the track.

The engine and the seven foremost cars came into town and imparted the news. A wrecking car was sent out. Coroner Hay was notified, and he summoned the following jury: Alex. Henderson, Daniel Grant, A. Carr, Arthur Evans, George Laird, A. B. Brewer, W. H. Stevenson. They proceeded to the scene of the accident, examined the remains of poor Craig, and then adjourned until 10 o'clock on Monday morning.

Craig's remains were brought to town about four o'clock Sunday morning. When found they were frightfully mangled. They were lying near to the track, excepting one leg which had been completely severed from the body and was lying some 25 or 30 feet from the body. The skull was cut off, the arms broken repeatedly. The poor fellow's coat was torn to shreds, but strange to say his vest was whole in front, but the back was torn out of it. The sight was one which will not soon be forgotten by the coroner's jury who made the examination.

It was quite dark when the party arrived although the moon was shining a little. The wreck was complete. On the track were the passenger and baggage cars. Ahead of them the track was torn up, and the sleepers cut in two, while on both sides was the debris of the wreck. In one place was a flat car on top of a box car, and on top of this was a car, originally laden with coal. The coal was plentifully distributed. Cars and pieces of cars were piled seven and eight feet high. The place where the accident occurred is level saving only the track bank. On either side are small woods. Sticks and splinters were cast on both sides into the woods.

Among the passengers on the train were Rev. Charles Comben who came to officiate in the Methodist church on Sunday, Rev. Mr. Rutledge, Miss Jessie Munro, Messrs John Watt, Jack Dibblee, Willis and others whose names are not given. There were ten passengers in all. They did not experience anything beyond a little shaking up at the sudden stop of the train, and did not know the extent of the accident until they arrived in town.

Herbert Craig was a young man well known around town. He was the youngest son of the late William P. Craig, who died some few months ago. There are three surviving brothers, William, conductor on the Bangor & Aroostook R'way, Maurice, grocer, and Benjamin. One brother, Nicholas, was killed just two years ago, while working on a train near Boston, and Ben had his leg cut off while working on the Gibson branch in Jan. 1896. Herbert was an adept at roller skating and won many matches. He was pitted several times against Law of Houlton. He has been connected with the band for the last three or four years, playing a cornet.

When THE DISPATCH reached the scene of the catastrophe a sorry spectacle met his gaze. Cars were standing on end, others were ground into kindling. One had left its trucks and plunged through a double tier of hemlock bark that stood beside the track, and the car immediately to the rear had swung around ahead of it. The ground on one side was ploughed up to some depth, big rocks were broken into fragments. Sleepers were snapped like pencils and iron was twisted and broken like wire. There were 23 cars in the train, 7 of which had been full of freight. There were three cars of coal, one of lime and three of mixed freight. Seven cars and a half remained attached to the locomotive when she pulled away from the wreck. Eleven cars were smashed, some so badly that it was impossible to find the numbers of them. Of course the real cause of the accident is hard to determine. It may be that a draw bar gave way, pulled out, and gilpoked in the sleepers, others think the eighth car, a flat car, was weak and pulled apart in the middle. Again it is thought the seventh car had a defective wheel that broke and so caused the blockade.

The funeral of Herbert Craig was held on Monday afternoon. At 2 o'clock a large

number of sympathizing citizens met at the house. Rev. Messrs. Rutledge, Phillips and Todd conducted the service, in which they were assisted by a volunteer choir. The band marched over to the house. When the service was over, and as the casket was being borne from the house to the hearse, they played very sweetly "Nearer My God to Thee." The pall bearers were Jas. Montgomery, Frank Gilman, Harry Dysart and Alex. Vanwart. As the large procession formed the band struck up the Dead March, and to the strains of this grand piece, most creditably handled, the long procession, almost reaching from the house to the cemetery wended its way. Many young people were noticed to be deeply affected, plainly showing that the deceased had a warm place in their hearts. A service was held at the grave.

The utmost sympathy goes out to Mrs. Craig, whose affliction during the past year and a half has indeed been deep.

The adjourned inquest was opened yesterday morning. Mr. John Wetmore was present on behalf of the C. P. R., and Mr. J. Chipman Hartley for the deceased's representatives. Conductor Craig of the B. & A. Railway and Ben Craig were in the room.

Conductor Stanley Street was the first witness. The train arrived at Debec at 10.20 p. m., behind time. We had 23 cars when we left Debec, 13 empty flat cars, one empty box car, 7 loaded box cars, two passenger cars. We left Debec at 10.23. I felt a slight shock, the first notification of an accident, then another shock. Deceased was on the head end of the train, where his duty would call him. I did not see him again until I saw the remains after the wreck.

To Mr. Hartley—After first shock I went forward—was about two minutes. It occurred at Dibblee's siding. It was a down grade—not a very heavy grade. There is a grade then a curve and we go up a grade again. The train was on the down grade when I felt the shock. It is about half a mile long. We were about half way when the shock occurred. It was about half way down that the cars piled up. We were directly at Dibblee's siding. There is a little sag just before we reach the siding, perhaps a quarter of a mile away. Then comes a little up grade. After the accident I found part of train very badly broken up. Eleven cars were destroyed. Seven cars were on the engine in good shape and there was a portion of another car—four trucks and over half of the body. There were truss rods on the car, which pass through a sill and are held in place by nuts. There are five or six sills under the car running lengthways. I observed the end of the car where the accident occurred, and also the next day. It was in good shape when it was coupled. At the other end pieces of the sills were broken in two. Truss rods were attached to the portion of the car which was not destroyed. I examined but could not find what caused the accident, and do not know now, nor have I any opinion as to it. I saw nothing that I could consider as other portion of this flat car at the head of the wreck. There were five cars in the rear end that were not injured. I am pretty sure that the longest portion of the broken car was on the front part of the train, but could not positively say so. It would not be unreasonable to suppose that the hind end of the car falling down would cause the accident. From what I saw of sills of broken car, I consider they were good. I don't know as a matter of fact whether my train was examined at McAdam or not though it is the rule that they should be. I am supposed to ask whether the train is examined, but don't know whether I did on Saturday night or not. Don't know the number of this flat car.

To Mr. Wetmore—The accident occurred at 10.45. It is little better that 7 miles to Dibblee's siding. We were going from 15 to 17 miles an hour. I never knew a car to pull in two, and could not understand how it could be, though it might be possible.

To Mr. Hartley—It would be possible on a part going up a grade and part down for a car to be forced up and broken in two. The older the car and the more inferior the material the more likely for the car to go.

To Mr. Wetmore—The brakes were set on the rear car coming down the sag at Dibblee's crossing.

To the Coroner—I have no theory as to the cause of the accident.

B. R. Johnson, engine driver on the wrecked train, said:—We left Debec at 10.25. I could not tell whether train was examined at McAdam. We examine the engine ourselves. When I saw cars piling up I called for breaks. We stopped and I went back to the wreck. Craig went out of the engine and over the tender about two minutes before. Brakemen generally go back over the train, forwards and back. I could not say what caused the accident.

To Mr. Hartley—Before I came to the sag, which is a little sag, I did not feel the rear run into me. I felt a little jerk. Two flat cars were next the engine, then a bark car, four flats and half a flat. I saw Craig's light go down out of sight, as the cars were piling up. The distance from Debec to where the accident occurred is 6½ miles by the time table.

Mr. Hartley—That would be going at about 20 miles an hour.

Witness—It would take about two minutes at Debec to get under good headway with our train. I saw the wreck. The truss rods were all there. Some of the washers were on. I did not see the rear end of the flat which broke. At Scott's crossing near Benton our train came apart, but whether it broke or a coupling was missed I do not know. There is something over half this broken car saved.

The inquest was going on as we went to press.

The public school examinations are taking place in the College Building this morning.

## OFF FOR SUSSEX CAMP.

### The Field Battery will Drill on Doherty's Farm.

Everything a la Militaire Yesterday Morning.—67th Has Nine Full Companies.—  
Names of the Officers.—Col. Dibblee's  
Corps Shows up in Good Form.

Yesterday morning, early, the town was full of red coats and blue coated artillerymen. The 67th Battalion after four years vacation left for Sussex for a drill of twelve days. The Battalion is in command of Lt. Col. Baird with, Majors Boyer and Hartley; Quarter Master Maj. Emery, Adj. Capt. Raymond, Surgeon Curtis. The companies are made up of 38 non commissioned officers and men and are officered as follows:—

No. 1. Woodstock—Act. Capt. Anderson, Lieut. Bull, 2nd Lieut. Bedell.  
No. 2. Tracys Mills—Capt. Adams, Lieut. Kennedy.  
No. 3. Debec—Capt. Kirkpatrick, Lieut. Dickinson.  
No. 4. Hartland—Capt. Harding, Lieut. W. Ross, 2nd Lieut. H. Ross.  
No. 5. Waterville—Capt. Carvell, Lieut. Sutton, 2nd Lieut. Jones.  
No. 6. Andover—Capt. Kupkey, Lieut. Pickett.  
No. 7. Baker Brook—Capt. Baker, Lieut. Cyr.

No. 8. Centreville—Capt. Perkins, Lieut. Bell, 2nd Lieut. C. H. Taylor.  
No. 9. Long Settlement—Capt. Williams, Lieut. Williams, 2nd Lieut. Smith.

With the 67th will drill the 73rd and 74th Battalions. The Royal Berks of Fredericton will also be there. Col. Gordon will be in charge of the brigade.

The Field Battery is made up of 80 men, 4 guns and some 25 horses. Col. Dibblee and Lieut. Good are the officers. Alfred Fields is Quarter Master. There are four divisions, with Sergeants Dysart, Vanwart, Toms and Smith.

### Heavy Taxpayers.

According to the Woodstock correspondent of the St. John Telegraph, below is the list of those paying above \$70 taxes:—

Bank of Nova Scotia	\$135 45
CConnell, est G H.	144 48
CConnell, Wm M.	211 35
CConnell, Mrs Eliza, and daughter, Helen Smith	109 65
CConnell, Hy A.	258 96
Dibblee, Wm F.	196 80
Dibblee, J T Allan	159 00
Dickinson, J D.	210 34
Davis, Mrs Hugh	103 20
Drysdale, Wm T.	108 14
Fisher, Lewis	1,190 74
Fisher, John	75 89
Garden, Julius T.	88 79
Gillin, Patrick	113 59
Graham, John	179 09
Hay, Hugh	98 04
Jones, R K.	175 22
Jewett, W B.	101 04
Ketchum, Richard B.	130 07
Lindsay, Est Wm	219 30
Milmore, J C.	95 24
Manzer, Bedford B.	211 34
Merchants' Bank of Halifax.	135 45
Moore, C Miles	79 96
McLean, Forrester	210 70
McLauchlan, John	92 66
Peoples' Bank of Halifax	297 99
Saunders, Wm S.	95 24
Small & Fisher Co, Ltd.	168 93
Smith, W Dappa	96 53
Smith, Ben H.	162 61
Thompson, Daniel	154 58
Todd, Rev Thos.	117 46
Upham, Henry	122 04
Vanwart, G W.	181 32

### Target Shooting.

The last shooting of the Carleton Co. Ass. in the Military League was held on Saturday. There was a slim attendance. The totals are as follows:

Capt. Raymond	82
Mr. Neill	82
Corp. Peabody	79
Mr. Frapp	75
H. Tracey	75
Capt. Carvell	74
Capt. Kirkpatrick	73
Sgt. Martin	61
Total	601

### Caught Him in the Coop.

SYRACUSE, June 24.—Adolph Voormann, a German farmer, living near East Syracuse, hearing thieves in his chicken coop about midnight last night went out with his shotgun to scare away the intruders. Arthur Vancamp of this city, one of the thieves, pried open the coop door, and when Voormann asked him who he was and what he was doing, he refused to answer and started to run. Voormann shouted, "If you run, I'll shoot," and then he fired. Vancamp made no outcry, but ran across lots to the road, and dropped dead a quarter of a mile away.

### Killed By Lightning.

PEMBROKE, Ont., June 24.—Duncan Cameron, William Crowsley and Stephen Kenney, farmers, took shelter under a balsam tree during the storm this afternoon at Beachburg, Ont., and lightning struck the tree. Cameron was killed instantly. The others were badly stunned, but will recover. Duncan Cameron was formerly Deputy Reeve of Westmeath Township, and in his 51st year. There was also a horse killed by lightning at Beachburg.

The world is full of people ready to do good, but most of them are in no hurry to make a start.