

THE DISPATCH.

OL. 6. NO. 37.

WOODSTOCK, N. B., FEBRUARY 14, 1900.

PRICE TWO CENTS

COUNT YOURSELF UNLUCKY

If you do not succeed in getting one of our

FINE BEAVER OVERCOATS

Before they all go. They are beautifully gotten up and are marked at very reasonable prices, still sooner than have any left over we are making liberal reductions for cash. Bargains in Ulsters, Reefers, and Winter Suits, can also be found here.

JOHN McLAUCHLAN,

Men's and Boys' Clothier, Hatter and Furnisher.

DO YOU LIKE

Good fitting, well made and stylish garments, where no cheap trimmings are used? Then order of us your **Suit, Overcoat** or **Trousers**, and you will be satisfied that we are as anxious to give you the worth of your money as you are to receive it. We have an excellent stock to select from.

B. NICHOLSON, - Merchant Tailor,
Woodstock, N. B.

THE VICTORIA RINK

Open for Skating every Monday, Wednesday, Friday and Saturday, Afternoons and Evenings.

Band in attendance every Monday and Friday Nights. Tuesday & Thursday Nights reserved for Hockey.

GENTS' SEASON TICKET	\$3.50
LADIES' " "	2.50
CHILDREN'S " "	1.50
MONTHLY TICKETS	1.75

It is the intention of the management to maintain the best of order, and to give the public the best of healthy exercise and clean sport throughout the season. The management reserve the right to admit or refuse admission to whom they may see fit. WE WANT YOUR PATRONAGE.

A. D. HOLYOKE, Proprietor.

Temperance and General Life Assurance Company

Closed their Books Dec. 31st, 1898,

With an increase of 713 policies and 639 lives during 1898. With a new business of over \$2,100,000. With total insurance in force, \$7,985,553.00. With a death rate in their thirteenth year of only \$5.38 for each \$1,000 of average risk carried during the year. With a death rate of only 3.44 per 1,000 of average number of policies in force. With a record for care and economy unexcelled. Such has been their record. It is a record of steady, solid progress. Where is there a cleaner record, or one that can beat it in any respect?

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W. H. WINDSAY,
Special Agent,
Woodstock, N. B.

E. R. MACHUM,
Mgr. Maritime Provinces,
St. John, N. B.

Compliments of C. E. VAIL, Centreville.

As a good Christmas trade, I still have a Fine Line of Jewellery. I will give my customers the advantage of. Mark down. Please call and examine.

VAIL, EXPERT OPTICIAN and JEWELLER. CENTREVILLE.

TEACHER WANTED.

Second Class Female Teacher for to teach in the school. Will pay at the rate of ten dollars per year, in advance. Apply to
JOSHUA WARK,
Secretary to Trustees,
Sisson Ridge, N. B.

FOR SALE.

Farm of 150 acres well watered and with excellent buildings, in Wakefield Centre, formerly occupied by Charles A Fitzpatrick. For terms and further particulars apply to
CHARLES COMBEN, Solicitor,
Woodstock, N. B.

THE DEBEC ACCIDENT.

The Victoria Ice Rink falls with a crash.

Mr. Holyoke's Friends Turn out in Force and give him a Frolic.—Hockey Matches The Carnival.

Accidents will happen in the best regulated families, is an adage true, if old. They will also happen on the best regulated railways. During the recent severe snow storm of the 5th inst, two engines headed by a plough were leaving Debec Junction at a pretty lively pace, when the snow plough became fractious, jacked up generally. In a second the train came to a sudden stand still. One locomotive was lying pretty well across the track, the other had become generally frustrated and was heading down river. The passengers were in two cars, a smoker and a first class, with smoker annexed. Those who were in the first class got a pretty severe shock, and were thrown around quite a bit. More easy was the fate of those passengers who were in the latter car, although they were evidently somewhat disturbed, and for a moment were at a loss to know just what had happened. There were some prayers and more remarks. The most fortunate thing of the whole was the escape of the engineers. The train was the regular express, No. 17, and the driver and fireman on the first engine were Harry Saunders and Dol. Derrah. Mr. Derrah sustained a severe shaking up and had a rib broken. This was the only accident of any account. The driver of the second engine was Louis Spring, with I. C. Richardson as fireman. When the smash-up occurred it was snowing at a tremendous rate, and the passengers did not know just what their experiences were likely to be before relief should come to their aid. It was about three o'clock in the afternoon when the smash-up occurred. By tea time arrangements had been made whereby the passengers were safely provided with accommodations for the night. They were told to go to Dickenson's hotel, which was more or less of a tramp even considering there had been no snow storm but somewhat appalling when one thought of the immense snow drifts to worry through. However all hands arrived safely there by tea time and were given a suitable repast by the good proprietor and his wife who certainly did themselves credit considering that the passengers had not engaged rooms and meals sometime previously. Among those on board were W. J. King, of Browe Brothers, druggists, Halifax; W. J. Fiddler, Toronto, Arthur Evans, of Garden Bros. Woodstock, John Watt, mail clerk, Fred W. Carr, express agent, Mr. Clark, bridge inspector, P. J. Cox, scale inspector for the C. P. R., D. J. Daigle, mail clerk; Maxime DeKosier, St. Leonard. A representative of THE DISPATCH was also on the scene of action. There were other passengers, several bound for Houlton, in all about 18 or 19, snow bound wayfaring men. It was most fortunate that there were no women or children, and the party generally was made up of those sorts and conditions of men who try to put the best face on matters even though circumstances may not be the most promising. Room was found for the most of them at the hotel, and a few who could not get accommodation there put up on board the cars. Roll call in the morning found all well and duly impressed with the fact that matters might have been much darker than they had turned out. Breakfast was supplied all around. There was a disposition among some of the travellers to criticise the railway for not sending a special train out of Woodstock early in the morning. Houlton passengers had been taken in by Conductor Atridge, and some of those bound for Woodstock and further up, thought it was hard feed keeping them out at Debec till well on in the afternoon. However the general cheerfulness of the passengers kept up the tone of the few kickers, who perhaps had something of a special excuse, for time may have been more valuable to them than to some of the others, and when they arrived in town, they were, with the rest of the crowd able to get up and take a little nourishment. The people who were thrown together formed intimate acquaintances, and they came out none the worse for an experience which if it had its serious side, was certainly not without its amusing incidents. One of the most amusing incidents was the composure with which all hands took their improvised sleeping quarters when it became time to turn in. A good many lay on the floors with rugs over them, for the hotel at Debec is not large, but they slept the sleep of the righteous, and those seemed to sleep the soundest who had to put up with the most inconvenience. All's

well that ends well, is a wise motto and those who never cry out till they're really hurt have not failed altogether to profit by the teachings of philosophy.

The Roof Collapsed.

When some of the more early-rising population of Woodstock were coming down town last Saturday morning, they heard a loud crash, and those in the neighbourhood of Main and Chapel street noted that the roof of the new rink had fallen in. It fell in completely the sides being also somewhat smashed in. It was indeed a most fortunate thing that nobody was in the building. Had the roof fallen during a band night, the catastrophe must have been most appalling. On Friday evening there was a fairly good attendance, and the band was playing. Just as they were at the last piece several of the iron girders across the building snapped, and the rink was shortly afterwards, vacated. The remainder of the girders were heard snapping through the night and at half past seven in the morning the crash came. The rink was about 150 feet long. It was just completed about Christmas, and was being satisfactorily conducted by the proprietor, A. D. Holyoke. A children's carnival was advertised for Saturday afternoon, and it was most fortunate that the accident, since it had to happen, occurred when it did. Everyone is sorry for the proprietor was giving a good class of entertainment.

Woodstock is a good place to live in, a place where friendship counts. On Monday morning about fifty or sixty men, friends of Mr. Holyoke, put in an appearance at the scene of the wreck armed with shovels, axes, crow-bars, and proceeded to shovel off the snow and clear away the debris. James Gallagher brought a sled and a span of horses, the Woodworking Company sent a man and team. Young men were seen working there who were never known to work before. Three inch linen collars and spotless cuffs were wilted with the perspiration that poured from their owners. The whole thing was a most vigorous frolic.

Hockey.

There were two games of hockey in the Victoria ice rink on Tuesday evening last. The attendance was not as large as it should have been, considering that the teams were so evenly matched. The first game between the Bankers and Wellingtons was a hot one from start to finish and was won by the Bankers by a score of 1 to 0. The second game between the Utopias and Argonauts was equally as exciting as the first one, and was won by the Utopias, the score standing 4 to 2.

The hockey match between St. Stephen and Woodstock in the Ice rink last week was a good game. The Woodstock boys lost again, the score being 4 to 1. After the game the Woodstock team entertained their conquerors at an oyster supper at T. V. Monahan's restaurant. A. D. Holyoke, proprietor of the rink acted as toastmaster. The evening was a pleasant one and all the gentlemen present voted that Terry was a good host.

The Carnival.

The carnival held in the Roller Rink on Wednesday evening last, was one of the most successful held in Woodstock for some years. There were a large number of costumers on the floor, and also a large number of spectators present. The judges were Messrs. E. B. Larrabee of Boston; J. A. Dunning of Bangor, and Sherman Hoyt of St. John. They awarded prizes as follows: Best combination, Miss Edwards and Mr. E. B. Manzer, representing Fairy Dress and Knight of ye olden time. Most original costume, (Lady) Mrs. Geo. Lee, fancy chair. Most original costume (Gent) Guy Hanson, who represented a Square Face of Gin. Handsomest costume, (Lady) Miss May Nason. Handsomest costume, (Gent) Wm. T. McDonald. Most comical costume, Octave Lavois as clown.

In the opinion of many present the H. M. S. Powerful should have taken first prize as the most original character. Those who got special mention were: Miss Aiton, Mrs. Stanley Smith, Miss Aggie Malaney, and a number of others.

New Industry.

Charles Dickenson has bought out the old McCormack tannery on Connel street, and will go in for upper leather tanning and probably for the manufacture of larrigans, shoe packs, etc. It is understood that the building will be entirely remodelled and a large number of hands will be employed. It will be a new industry for Woodstock and one which should prove satisfactory. Mr. Dickenson conducts the business, entirely apart from J. D. Dickenson & Son, managing it entirely on his own responsibility.

THE CARLETON CREAMERY.

W. B. Belyea's Barn Collapsed Yesterday morning.

J. D. Dickenson Purchases McCormack's Tannery and will Manufacture Upper Leather.—A Bath Man Killed.

The Carleton Creamery Company, a concern that deserves the good will of Carleton County, will move into their new quarters in Woodstock at the end of this month. Their new building is 30ft. x 81ft. with an annex 16x24 ft. for the engine room and a storehouse 18x30 ft. The manufacturing room is 30x30 ft. It contains three churns with a capacity of 600 lbs of butter each and 2 workers. In the engine room are two separators, one with a capacity of 2500 lbs of milk an hour and the other with a capacity of 1300. The boiler is 20 horse power and the engine 10 horse power. A store room in the main building is 10x20, two cold storage rooms one 8x20 and the other 10x20, and an enormous ice house 30x30 which occupies the space from the foundation of the building to the roof. Up stairs in the front of the building are the companies' offices and father along on the same story are the water tanks. The new factory has a capacity of 5000 lbs of butter a day. The C. P. Ry. Co. will lay a siding up to the side of the building to facilitate the entering of supplies and the shipping of the product of the factory. Six hands will be employed here, exclusive of the managers of the company. S. J. Parsons is book keeper of the concern. They have now eight skimming stations outside of the factory; they are at Northampton, Pembroke, Meductic, Silverdale, Middle Simonds, Florenceville, Traceys Mills and Jacksontown. In the spring stations will be erected at Red Bridge, Coldstream, Millville and at three other places not yet decided upon. George E. Phillips the creator of the factory and its manager, who has been in England for his health has already returned to this country and is expected to be in Woodstock today.

The company paid out about \$50,000 in cash in this county last year and expects to increase the amount this year and the sum will go on increasing as rapidly as the farmers can increase the milk supply.

Another Building Collapses.

On Tuesday morning early W. B. Belyea's fine barn near his residence at the corner of Main and Chapel streets, went to pieces. It had a hip roof that was not steep enough to give requisite strength to carry its weight of snow and ice. There were four valuable horses in the barn, Bye and Bye, a Lumps mare, and a Dufferin colt and a Pure Wilkes colt. The west side of the barn was thrown so far out that the two colts were able to walk out into the yard. It is a wonder that all the horses were not killed.

A Bath Man Killed.

A telegram to the St. John Globe from Danville, P. Q. dated Saturday the 12th, says:—Roger McElroy, of Bath, N. B. brakeman on the west-bound Grand Trunk freight train, caught his foot in the frog of a switch here at noon yesterday, and was run over by the rear wheels of the tender. Aid was immediately summoned, but could not release McElroy from his awful position without lifting the rails. This caused considerable delay, as the trackmen had to go a quarter of a mile for tools. Everything possible was done by physicians to alleviate his suffering and save his life, but he died at 9.30 last night.

Worth Remembering.

Avoid so far as possible drinking any water which has been contaminated by lead pipes or lead lined tanks. Avoid drinking water which has been run through galvanized iron pipes. Avoid using anything acid which has been kept in a tin can. When gripe or other epidemics are prevailing wear a little crude sulphur in your boots or shoes.

The Force of Imagination.

One of the colonial war correspondents narrates a curious incident that came under his notice at the Rietfontein engagement. A private of the Natal Mounted Police had his horse shot, and immediately cried out, "I'm hit." "Nonsense, man; it's only your horse," cried a comrade, and the man, accepting the assurance, went on fighting. He returned to the camp with his corps, strolled about in the evening, suffered during the night from what he called spasms, and only next morning discovered that a Mauser bullet had gone through his body. Then he collapsed and was taken to the hospital.

D. N. Eestey and wife, Florenceville, have returned from a visit to New York.