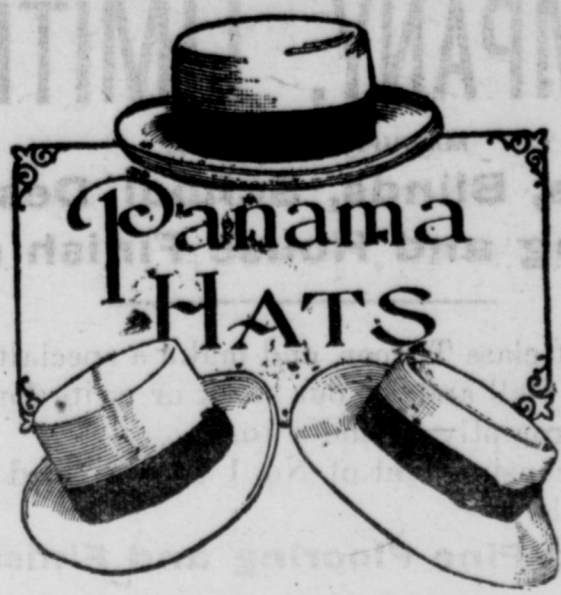


Board of Works 1907



are still on the top wave of popularity
There are more Panama Hats being worn this season than ever before.

We have a few on hand in this season's blocks, come see them—for you can judge but little of a Panama Hat by its description.

Liberal reductions on Panama, Linen and Straw Hats.

THE JOHN McLAUCHLAN CO., Limited
WOODSTOCK - - and - - HARTLAND.

CARPETS

A few patterns of Regular 50c. Linoleums at 40c. and 45c. per yard.

Remnants of Wool Carpets 3 to 12 yards long at less than cost.

The A. Henderson Furniture Co., Ltd.
THE OLD STAND.
Queen St. - - A. C. DAY, Manager

Insurance

Fire We represent a number of the leading British and American Fire Insurance Companies
Accident and Sickness Our Policies cover you against Loss of Time, Loss of Limb and Loss of Life.
Life Canada's Oldest, Largest and Leading Life Company: "The Canada" 63 years old assets \$39,686,000. Write for particulars or call on

ASTLE & COSMAN Queen Street Woodstock, N. B.

FOR SALE

At a bargain house and two lots on Main Street South side of bridge, thoroughly finished, with all modern improvements. Terms reasonable. Also to rent an upper flat in a house on Park Street Woodstock.

Apply to **WM CONNELL** Barrister at law

Grass For Sale

About 20 tons of standing grass in Plymouth All can be cut by machine. Apply to **MRS. W. A. BRACKETT, Broadway.**

HARTLEY MUSEUM

Mrs. A. D. Hartley wishes to inform the readers of "The Dispatch" that she intends placing the Hartley Museum in Acadia College next year. The president, George B. Sutton writes her that it will be of great interest to the students and a great benefit to the people who may be able to see it. As a new library building is being erected the museum will have the room now occupied by the library and which is the best room in the college. All persons who have not seen this museum should visit it soon.

Mrs. Hartley intends visiting friends in Boston and New York and then going West for a prolonged visit with friends in Cedar Rapids, Denver and Aspin in three or four weeks. Mrs. Hartley will be very glad to hear from any friends who are going in that section about that time.

The Hon. J. K. Fleming was in town on Monday.

E. E. Kearney, Beechwood, was in town on Monday.

Tenders Wanted

Sealed tenders addressed to "The Building Committee, Carleton County Hospital, P. O. Box 236, Woodstock, N. B." will be received up to 12 o'clock noon of Wednesday, August 9th, 1911, for furnishing and installing Hot Water Heating System and changing and additions to the Plumbing System; also for the Electric Lighting System, to be installed in the "Carleton County L. P. Fisher Memorial Hospital" according to plans and specifications which may be seen by applying to the undersigned.

Each tender must be accompanied by a certified cheque, payable to the Treasurer of the "Carleton County Hospital" for five per cent of the amount of tender. The lowest or any tender not necessarily accepted.
Dated at Woodstock, July 29th, 1911.
F. H. J. Dibblee Building Comm'ttee
John Connor
Donald Munro

Nine Dead In Wreck on B. & A. R. R.

Many Others Seriously Injured in Head-on Collision at Grindstone

Light Excursion Train Crashes into Regular Passenger Express With Horrifying Result

Grindstone, Maine, July 29—Eight persons are dead and fourteen seriously injured as the result of a head-on collision, which occurred at the Bangor & Aroostook railroad station here shortly after nine o'clock last night. The trains were a special of three light coaches, containing about 150 excursionists, and a regular passenger express. Five of the dead were passengers of the excursion train. The other three included the two firemen and the engineer of the special.

The five passengers killed and all injured were in the smoking car, directly behind the engine of the excursion train. Both trains were moving slowly at the time, one of them just pulling out of the station, and the other slowing down for a siding, where the trains were to have passed. The accident appears to have been due to a misunderstanding of orders. None of the cars left the rails and the passengers on the regular train escaped with a slight shaking up.

The Dead Are:

- Frank Seeley, son of the cashier of the Presque Isle National Bank.
- Claude Loomer, Washburn, Maine.
- Verne Harris, Presque Isle.
- Fireman Gallagher, Houlton, Maine, of the excursion train.
- Fireman Wentworth, Brewer, Maine of regular train.

F. W. Garcelon, Houlton, Maine, the engineer of the excursion train.
Harry Clarke, Presque Isle, Maine.
Dr. Hugh Pipes, Presque Isle.

Grindstone is a small settlement of not more than fifty persons with no facilities for the care of the injured. They were cared for temporarily by physicians on board the train, and early today were placed on a special train to be taken to Millinocket.

Mr. Seeley, father of the dead boy, is a former New Brunswick man.

Lawrence Gallagher, who was killed in the disastrous train wreck, formerly lived in St. John, and was well known there. He was a son of Mr. George Gallagher, section foreman of the I. C. R. at Torryburn. Besides his father, he is survived by his mother, three brothers, Messrs. George, Jr., and John of St. John, and Joseph, employed on the I. C. R., and three sisters, Miss Mary, of the staff of Messrs. Emerson & Fisher, Ltd., and Misses Alice and Annie at home. The deceased was about twenty-four years old and was unmarried. He had a large number of friends in St. John who will learn of his tragic death with the keenest regret.

Harry Clarke was a brother of Mrs. F. L. Mooers and Mrs. Sydney Bancroft, of Woodstock.

George Estabrook, aged 21, of Linneus, Aroostook county, who was a brakeman on the excursion train wrecked, died in the Eastern Maine General Hospital Sunday making the list of dead nine. The injured are all doing well, although some are badly hurt and will be some months recovering.

The Injured:

William J. Orr, Bangor, engineer of regular train. Hand mangled, cuts and contusions. In E. M. G. Hospital.
Nathaniel Knowles, Brewer, brakeman on regular train. Hurt in side and back.

Earle Gibson, Washburn, member of Presque Isle band. Not serious. In E. M. G. Hospital.

Charles Palmer, Presque Isle, leader of Presque Isle band. Compound fracture of left leg.

Dr. F. W. Lowrey, dentist, Presque Isle, jammed about the body. Not serious.

Ralph Hardy, Presque Isle, son of W. N. Hardy. Ribs bruised, cut on the head.
George R. Billington, Bangor, railway mail clerk, regular train, cuts and bruises.
Elden Partridge, Fort Fairfield, contusions.

Walter Bernard, Fort Fairfield, contusions.

Daniel L. Chaplin, Bangor, baggage-master, regular train. Bruises.

George T. Noyes, Presque Isle, book-keeper for A. M. Smith Hardware Co. Leg injured, cuts and bruises.

Robert J. Welch, Presque Isle. Hurt about the head.

Ted Southard, Presque Isle, son of Mr. and Mrs. Silas Southard. Bruises.

Clyde Johnston, Presque Isle, son of Mr. and Mrs. Benj. Johnston. Contusions, Harry Case, Presque Isle, Bruises.

Stanley Judd, Presque Isle, son of Mr. and Mrs. J. H. Judd, bruised about the head.

William Duncan, Washburn, injured in the back, cuts and bruises.

Young son of William Duncan, bruised.

Mrs. Victor H. Piston, Bangor, arm bruised and shaken up.

George S. Rosie, Bangor, commercial traveller. Contusions.

Charles Gross, Waterville, commercial traveller. Arm injured.

George Celley, Waterville, bruises.

Wm. Dobkin, Washburn.

On the regular train Brakeman Knowles, and George Tilley, a passenger, were injured. The dead and injured arrived in Houlton at 11.30 this morning.

The railroad commissioners have appointed Wednesday, Aug. 2, at 10 a. m. for the hearing, to be held at Millinocket, and they will make a close investigation into the cause of the disaster.

While the Bangor & Aroostook officials here are naturally unwilling to make any statement pending the result of the investigation, it seems that the fault lay with the excursion train. All sorts of reports are in circulation, but there is nothing very definite except that the excursion train attempted to make a run from Millinocket to Grindstone in ordinary time under extraordinary conditions. A passenger in the excursion train says that the train got a "clearance" from Millinocket, allowing it to proceed, and Conductor Dibblee of the excursion is quoted as saying that he asked his engineer, Garcelon, if he could make Grindstone before the regular got away from that station, and that the engineer had replied to the affirmative. Later, says a man who was riding in the combination car, Conductor Dibblee came into the baggage compartment, and, going to the side door, looked anxiously up the track, remarking later that the engineer was ten seconds behind time. The conductor had scarcely left the car when the crash came.

Stories of the Survivors.

Those who returned tell many incidents that are heart rending. Supt. McMann said the scene beggared description. Dead and wounded lying all around in one of the most lonely spots on the B. & A., two miles from a telephone and seven from a doctor. As good fortune would have it one physician was on board the train, Dr. Foster, who did all that was possible under the circumstances. It was eight hours before the bodies could be removed from the spot and only the injured arrived in Presque Isle on the morning train Saturday that is due at 9.19, but was nearly an hour and a half late. The dead were placed on a special that arrived soon after the regular 2.05 afternoon train which was five hours late reaching here about 7, on account of the wreckage the train being delayed.

The waiting made the suspense of the grief stricken relatives all the more great.

The undertaking rooms of R. J. Smith & Co. were arranged to receive the dead and prepare them for burial.

The local doctors and nurses were busy all day and night attending to the injured. At 4 o'clock in the morning by order of one of the leading doctors hundreds of yards of bandages were wound at the Sweetser-Connick private hospital ready for the emergency.

Hearing of the terrible accident, Doctors Sincock, Thomas and Porter of Caribou hastened over on the next train and offered their services, an act that was much appreciated by local physicians and all others.

Superintendent McMann, in an interview with the News reporter, further stated that he never saw a crowd of people more calm and controlled under trying conditions. All arose to the occasion and subdued their feelings without serious outward expression. Even those who were present who lost dear ones tried for the sake of the others to bear their trouble heroically.

Band was playing.

The excursion train, that left Presque Isle at 5.57, Friday morning, did so in a day of sunshine. Mr. Cayting was managing the excursion which was given under the auspices of the Presque Isle band and coming home a young fellow who had been hurt in a ball game was lying on a cot in the baggage car when the band boys conceived the idea of playing for the injured boy. Accordingly nearly all of them assembled themselves together in the combination car and had just begun to play when the accident happened. Alex Carter, drummer and traps had been sitting in the seat with young Somer and Verne Harris, both of whom met death, when he arose and stood in the aisle to play. His drum saved his life. The silver cornet played by Claude Loomer was bent into a shapeless mass and was picked up and saved by the boys.

G. F. Noyes while wedged between timbers and intensely suffering, had the presence of mind to fan his fellow-sufferer, Ralph Hardy, with his hat. Young Hardy could scarcely breathe. It is thought that both he and Mr. Noyes will recover. Both have families.

E. W. Higgins, who was in the band, though not injured, returned home only to find his wife in a very critical condition from recent illness. Her death is momentarily expected.

Dr. Pipes leaves a young wife and Mr. Clark leaves a wife and one child.

It is thought the local injured may all recover. C. W. Palmer was taken to the home of Mr. and Mrs. Eugene Allen, his wife being away on her vacation.

Dr. Lowrey's wife and children were in Boston, and he was taken to the home of J. Orin Smith, Esq.

Mrs. Clark, whose husband was among the killed, and their little daughter, were in Searsport and it was feared that they could not make train connection to reach home before Monday.

Saturday weather conditions with rain and mud combined to make one of the most depressing days Presque Isle ever experienced.

Hundreds of anxious people gathered at the B. & A. station Saturday morning for the incoming trains. Ropes had to be used to keep the passage clear and special police were on duty.

MR. F. B. CARVELL WELCOMED HOME.

Frank B. Carvell, K. C., received a cordial reception upon his arrival home from England on Saturday. As the train drew into the station the band played Home, Sweet Home. Mr. Carvell was greeted warmly by Mayor Ketchum and the Town Council, Warden Stevens of the County Council, and a large number of political and personal friends at the station. An address of welcome was presented, and Mr. Carvell, in responding, said he was more than pleased at the nature of the reception, and particularly as it was of a non-political character. He joined cordially in the sentiments expressed in the address and said he thought it would be a good deal better for us all, on both sides of politics, if there were more of such occasions as this.

Mr. Carvell, with the Mayor and Warden, was driven to his home in a barouche preceded by the Woodstock Band.

LUMBER MILL AT CONNORS DESTROYED

CONNORS, N. B., July 31.—Messrs. McLean & Stadig's mill here was burned to the ground last night. It had not been running all summer. There were generally about twenty-five men employed when in operation. The origin of the fire is unknown. A boarding house in close proximity was quite badly damaged, but they succeeded in saving it. The mill was insured for \$4,000 in the Royal and \$2,000 in the Liverpool and London and Globe.

DIED

FRASER.—At Montreal, on Saturday, after a long illness, Agnes wife of Archibald Fraser, aged 33 years.

For the Land's Sake use Pure Seed.

York Timothy, Kent Timothy,
111 Long Late Clover.