

THE DISPATCH

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WOODSTOCK, N. B., WEDNESDAY, MAY 15, 1912.

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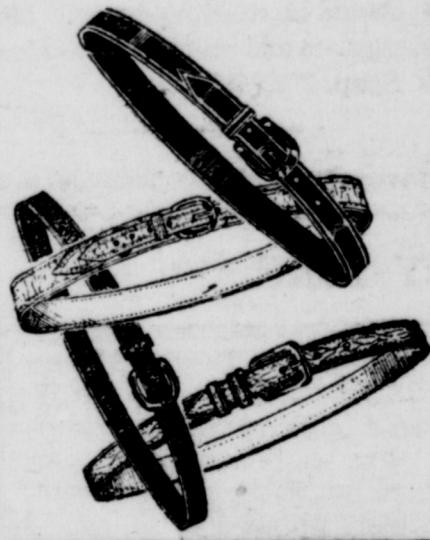
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Queen Street.**

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TOWN COUNCIL.

The Council met Wednesday night, with Coun. Dibblee in the chair, Mayor Ketchum being out of town.

The town officers presented their reports which were referred to the respective committees for approval.

Some discussion arose over the expenses in connection with the enforcement of the Scott Act. It was the opinion of some of the board that the results did not warrant the expense, and that drunkenness was on the increase.

The report of Engineer Feeney on permanent streets was presented by Coun. Gallagher. Owing to some features of the report applying to the water committee, who will report to next Council meeting when final action will be taken.

Coun. Gibson strongly urged that the section between Elm and Chapel street be lighted, as the locality was in total darkness. No action was taken.

The Finance Committee was authorized to take necessary legal steps for the collection of taxes.

A motion that the government be asked to put lights on the bridge was carried.

GOOD AS A DOCTOR IN THE HOUSE

Baby's Own Tablets are as good as a doctor in the house. They never fail to relieve the little one from stomach and bowel troubles, to expel worms, make teething easy and promote healthful sleep. Concerning them Mrs. J. H. Turner, Glenora, Ont., says: "I always recommend Baby's Own Tablets to my friends. I have used them for a long time and find them without an equal. They relieved baby of the feverishness and restlessness while cutting teeth and have made her one of the most healthy babies there is. I always keep them in the house and consider them as good as a doctor." The Tablets are sold by medicine dealers or by mail at 25 cents a box from The Dr. Williams' Medicine Co., Brockville, Ont.

Titanic Enquiry in Great Britain

No Boat Drills Held

LONDON, May 7.—The apathy of the British public, which has been one of the features thus far of the Board of Trade inquiry into the Titanic disaster, was again demonstrated by the thin attendance when the commissioners, under the presidency of Lord Mersey, resumed their investigation this morning. Some members of parliament and attorneys applied to Lord Mersey to be permitted to represent the Engineers' Union and certain of the passengers of the Titanic. Lord Mersey acquiesced in some of the applications, but refused others on the ground that the presence of too many counsel threatened to involve the inquiry in inextricable confusion.

The first witness called to-day was Geo. Beauchamp, a fireman of the Titanic, who testified:

"I did not know which was my boat station. I heard that a list had been put up that morning, but I did not see it. None had been put up before."

Lord Mersey asked: "When did you look for it?"

Beauchamp replied: "It may have been on the second day out."

Continuing his narrative, he said: "I did not know where to go, so I went up to the boat deck and to lifeboat No. 13 on the starboard side, where I helped to put in the women and children. There was an officer there, and when the lifeboat was full he gave the order 'there are enough in that boat, lower away.' I heard two or three ladies say: 'I'll not go.' Some of the men passengers then got in. I could not say how many, but there were between 60 and 70 in all in the boat."

Beauchamp continued: "Everything was orderly and all the people were quite calm." Beauchamp said he could not tell whether the passengers were first or third class. There was no light, compass, provisions nor water in the boat. Everyone looked for them.

Beauchamp testified that he had no boat drill on the Titanic, nor had he seen any. He had been ten years at sea and on most of the liners on which he had been engaged there was a weekly boat drill. On the liner New York boat drill was held on Sundays. Beauchamp made the statement that a stoker took charge of boat No. 13.

Thomas Scanlan, member of parliament for North Sligo, who is appearing as counsel for the Seamen's and Firemen's Unions, in cross-examination asked Beauchamp:

"Have you ever before known of a stoker being placed in charge of a liner's lifeboat?"

An interesting colloquy followed, Lord Mersey announced that the question was not relevant. Mr. Scanlan protested. "I wanted to show that under ordinary circumstances a stoker would not be in charge of a boat."

"These were not ordinary circumstances," Lord Mersey announced. "They had to do the best they could."

Quartermaster Robert Hichens testified that he was on duty on the bridge of the Titanic at eight o'clock on the night of the disaster. Second Officer Lightoller, who was in charge, sent a message to the carpenter to look out for his fresh water, for it was going to freeze. He heard Lightoller, through the telephone, give an order to the men in the crew's nest to keep a sharp lookout for ice and growlers. Hichens went on duty at the wheel at ten o'clock. Closely questioned by Sir Rufus Isaacs on the point of the speed of the Titanic, Hichens testified that the log book showed it to have been 45 knots in two hours, and that there was no change up to the time the Titanic struck the iceberg at 11:40.

Hichens also testified in an interesting way in regard to the boats on the Titanic. While he had never been definitely assigned to any boat, he had understood that the two quartermasters on duty were to take charge of the two emergency boats in the event of trouble. He did not know which of them he was supposed to go with. He continued: "I was not told off for either of them that I was not aware of. Neither did I see any lists of the men's stations for the boats put up anywhere on board. The usual thing is to have a list of fire stations and boat stations put up where every one can see it. Every other vessel I was ever on had a muster and boat drill. He said I never saw any on the Titanic."

Hichens explained that he joined the Titanic four days before she sailed. There might have been a boat drill when he was off duty, but he had never heard of any. While he was attempting to get off a collapsible boat, an officer ordered him into a lifeboat. This carried two men as crew and forty-five passengers, all of whom were women except Major Peuchen, of Toronto, and a boy. The boat seemed to be crowded, but it might have held five or six more persons. There was a barrel of water on board, but no compass, and he thought there were no biscuits. A lamp was served out to him before the boat was launched. The boat proceeded toward the light of a ship for five miles. The ship was lying two points on the port bow, but her light gradually disappeared.

Hichens testified that the boat should have been manned with not less than five seamen in calm weather.

Lord Mersey inquired:

"Would the lifeboats have been of any use at all if there had been a rough sea?"

The quartermaster replied emphatically: "I am sure they would not, my Lord."

There had been no instruction given to the crew in opening and working the collapsible boats, although they were more difficult to handle than lifeboats.

London, May 8.—The commission appointed under the presidency of Lord Mersey to inquire on behalf of the British Board of Trade, into the Titanic disaster, continued the examination of members of the crew today.

The investigation promises to be long drawn out, as every day new attorneys apply to represent special interests and each of these lawyers closely examine the witnesses on points affecting his client.

This morning, Lord Mersey allowed attorney to appear on behalf of the relatives of some Irish third class passengers.

Fireman Barrett of the Titanic testified that he was in the stoke hold, when the Titanic struck the iceberg. Water immediately poured in through number 6 water tight compartment, and the adjoining empty bunker. This bunker Barrett explained had been emptied on the Sunday as fire had broken out in it soon after the Titanic left Southampton.

When the bunker was empty it was found that the bulkhead had been damaged by fire.

Cross examined by Lord Mersey, Barrett said it was not an uncommon thing for fires to break out in the coal bunkers. Barrett said he left the vessel in lifeboat number 13.

When he reached the deck, all but two of the boats had left the vessel, and the third class women passengers, were coming from their quarters. He was overcome by the cold in the lifeboat and a woman threw her cloak over him, after which he lost consciousness.

Southampton, May 8.—The White Star Liner Oceanic sailed for Cherbourg and New York at half past twelve.

Every lifeboat was lowered into the water and tested before the vessel's departure.

Madam Navratil the mother of the two French waifs from the Titanic now being looked after in New York is to join the liner at Cherbourg.

London, May 8.—Lee a lookout man who was rescued from the Titanic, repeated much of the evidence for the senate committee. He said that when the vessel went down there was no light in sight.

After leaving the ship he saw a light but could not see what it was. It might have been the light of one of the Titanic boats. No women were waiting when his boat was launched.

Under cross examination, Lee said it was quite a common thing to put a lookout at the bows as well as in the crow's-nests of a vessel. He could not say whether it was easier to see an iceberg from the bows than the crow's-nests. There was no special examination of eyesight for lookout men.

LONDON, May 9.—Evidence that the doors of four watertight bulkheads had been opened after having been closed from the bridge was introduced to-day at the British wreck commission's inquiry into the loss of the White Star steamer Titanic. This was done according to Thomas Dillon, of the engineer staff, in order that the engineer crew might reach the pumps. The order came from the chief engineer, though the attorney of the White Star people told the court that these doors, having once been

Mrs. Charles F. Rogers

On the afternoon of Friday, May 3rd, Mrs. Charles F. Rogers passed peacefully away, at the age of 86 years. She had been suffering from fever and other complications for a week and her death was not unexpected. She leaves a sorrowing husband, her mother, Mrs. Merriman of Island Falls, Me., and three sisters, Mrs. Eugene Dearborn of Waterville, Me., Mrs. Julian Bourne of Proctor, B. C. and Miss Ina Bishop of Island Falls, Me., to mourn her loss.

The deceased lady was of a retiring disposition, living for her husband and home, kind and beloved by all who knew her.

The funeral service was held at 2 o'clock on Sunday afternoon from her late residence. Many friends and relatives attended the service which was conducted by Rev. R. W. Weddall. Beautiful floral tributes surrounded the casket. Interment was in the Methodist Cemetery. The pall bearers were C. L. Smith, C. M. Aughterton, Geo. W. Gibson and Wallace Gibson.

The quartet composed of Mr. H. Lockwood, Dr. Baker, Mrs. Holyoke and Mrs. H. Lockwood sang her favorite hymn, "The End of the Way," also "No Night There," and "Lead Kindly Light." Rev. Mr. Weddall feelingly read "Crossing the Bar," by Tennyson.

Among the floral contributions were the following:—

Ivanhoe Lodge, K of P, wreath.

Dr. Rankin, cross.

Mrs. (Dr.) Dary, New Britain, Conn, spray of Pinks.

Mr. and Mrs. Delmont Emerson, Island Falls, Me., carnations.

Mr. and Mrs. Samuel Crabtree, Island Falls, Me., carnations and mignonettes.

Miss Damaris Merriman, Island Falls, Me., roses.

Mr. and Mrs. C. M. Aughterton and Mrs. T. H. Drysdale, spray of pinks.

Miss Maria Rogers, spray of pinks.

Her Mother and Sisters, cross.

Husband, pillow.

Mrs. Rogers has many relatives and friends in this county and in the State of Maine who offer their sympathy to the sorrowing husband in his bereavement.

James Griffith Dalling

Mr. James G. Dalling died at the residence of his daughter, Mrs. W. S. Sutton on Tuesday evening May 7th, aged 90 years and five months. Mr. Dalling had been in failing health for some time and had been confined to his room since New Years. He is survived by two sons, Hugh C. of Woodstock, and Charles F. of Oldtown, Me. and one daughter Mrs. W. S. Sutton of Woodstock, also one sister, Mrs. Samuel Kirk, of Richmond. Mr. Dalling was born at The Barony, York Co. but his parents moved to Richmond when he was quite young.

The funeral was held on Tuesday at 1:30, service being conducted by the Rev. Frank Baird at the house and grave. The choir sang the hymns, "Rock of ages" and "Nearer My God to Thee". After the service at the house the remains were taken to McKenzie Corner for interment. The pall bearers were four nephews, Thomas Watt, Clarke Watt, and James Dalling of Richmond, and H. V. Dalling of Woodstock.

IN BRITISH COLUMBIA POLITICS

Mr. W. B. Farris, son of Hon. L. P. Farris of White's Cove, Queen's County, who is well known in Fredericton has been elected a member of the executive committee of Ward One Liberal Association, Vancouver. He and his brother Mr. J. W. de B. Farris are delegates to a Liberal convention.

Mail

Mr. R. B. Adams of this city who formerly conducted an undertaking business in this city has gone to Woodstock to take charge of VanWart's undertaking establishment in that town.

—Mail.

BORN

THORNTON—At Grafton, Friday, May 10th, to Mr. and Mrs. Lonie Thornton, a son.

ESTEY.—At Wicklow, on Thursday, May 9th to Mr. and Mrs. Carey R. Estey, a daughter.

HART.—At Houlton, Me., on Tuesday May 7th, to Mr. and Mrs. Harry Hart, a daughter.

The Supply of York and Kent Timothy Seed, and 111 Long Late Clover, is less than half of last year's supply. If you wish to get good Seed buy these brands early before supplies are exhausted.