

LUNN'S WEEKLY

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TRURO, MARCH 16, 1912

He is Right

In extending the Manitoba Boundaries, Rt. Hon. R. L. Borden, Prime Minister of Canada leaves the school question to the Government of Manitoba.

So strong was Hon. Mr. Borden's position in re the matter that Sir Wilfrid Laurier, the leader of the opposition was forced to vote with the Government against inserting a separate clause in the Extension Act.

Sir Wilfrid's chickens came home to roost. He left it to the Manitoba Government in 1896, and Hon. Mr. Borden, acting on Sir Wilfrid's precedent, leaves it to the Government of the prairie province in 1912.

Borden sees Laurier and plays a draw.

That's the safe course.

Oh My.

Oh my, what a fine way to keep our people home. Giving civic work to outsiders.

Better to have given the civic building contract to R. O. McCurdy, Truro, than to Rhodes-Curry Co., Amherst.

Had Mr. McCurdy got the contract Spencer Bros. & Turner would have been benefited. Now the wood work will be done in Amherst instead of Truro.

Great scheme that, to keep our young people home.

It is Said

It is said the Chief County License Inspector is wondering as to the whereabouts of his assistant.

We may say in fairness to the assistant that he has all he can do as Chief Inspector of the town.

Why, last fall he had to have an assistant to do the town work—why then increase his burdens by appointing him County Inspector?

Seem Confident

The Eastern Railway men seem confident that they can hold the Branch.

Merrily on.

The booze fight goes merrily on. The Inspector got one conviction this week.

That Feeling.

We know that Spring is at hand because of that tired feeling.

NOT A GHOST TRAIN!

No, it wasn't a ghost train; nor was it a train from the arctic regions; though the two locomotives looked somewhat like as if they came from the North Pole. 'Twas, however the working train from Windsor, which left that place 7 o'clock, a. m., Monday and did not arrive here until 4 p. m. the same day; the distance only 58 miles, the usual time covering five hours.

The train beat her way through with two engines, the "Gaspeaux" a freighter, in charge of Engineer Archie Leitch, and fireman Holden, and the "Weymouth" in charge of Engineer Jack McRae, and fireman Fudge.

Both engines were entirely covered with snow when they arrived here, particularly the "Gaspeaux." She was coated from dome to driving wheels with drifted snow and ice.

Say, that D. A. R. management must be funny.

After the two engines above mentioned had beaten their way through, the management sent out a big engine and plow to clear the track.

Why didn't the engine and plow precede the train above referred to?

It's time for a change of management on the D. A. R.

The locomotives and passenger car service is miserable.

Complaints are said to have gone to the Railway Commission, and it is related that Mr. Ogilvie, an official of the Board, was investigating such complaints this week.

It is reported that the C. P. R. Co., which now practically owns the road, is desirous of putting it in first-class shape; but are prevented from doing so by a few pig-headed shareholders, residing in the Old Country.

The people down here insist that the C. P. R. be given a free hand in this matter.

DISSECTING A VIOLIN

Not one person in a hundred has the slightest notion of how many parts or pieces there are in a violin. Here is a list of them: Back, 2 pieces; belly, 2; blocks, 6; sides, 5; side linings, 12; bar, 1; purflings, 24; neck, 1; finger-board, 1; nut, 1; bridge, 1; tail-board, 1; button for tail-board, 1; string for tail-board, 1; guard for string, 1; sound post, 1; strings, 4; pegs, 4; total, 69 pieces. Three kinds of wood are used—maple, pine and ebony. Maple is used for the back, the neck, the side-pieces and the bridge. Pine is used for the belly, the bar, the blocks, the side-linings, and the sound post. Ebony is used for the finger-board, the tail-board, the nut, the guard for string of tail-board, the pegs and the button.

Read It!

Read "Casey-Jones" in another part of this issue.

The Highest and the Lowest Tenders

WHY PAY SEVENTEEN PER CENT MORE FOR A THING THAN IT MAY BE GOT FOR?

\$2,000 and Over Looks Like Graft in the New City Hall Building Award.

Here is a question that the rate-payers we fancy, the rate-payers of Truro, would like the town council to answer.

Advertising for tenders; they received several; but accepted that of Rhodes-Curry Co. Ltd., Amherst, which was in the vicinity of \$2,000.00 higher than that of the Victor Wood Working Company, of Amherst.

This firm we learn is perfectly reliable in every way, and if we mistake not, did work for its home town in competition with the Rhodes Curry Co. Limited.

Now we make no charges; but merely asking a question that is asked on the street: Is there any graft in this?

The ratepayers of Truro who have to pay the difference between the higher and lower tender, will certainly want an explanation. The fact that the question is asked in LUNN'S WEEKLY, the despised, will be no excuse for the council not coming to the front and explaining, why the lowest tender was not accepted.

Uniform the D. A. R.

Mr. Ogilvie, of the Canadian Railway Commission, who visited the D. A. R. this week complained of officers at important centers on that road, such as station masters and station baggagemen not being properly uniformed.

He said that in the interest of the travelling public this was something that the Company must remedy.

Fine Dog.

H. S. Fraser, Truro, has one of the finest dogs in Nova Scotia, a Shepherd's Scotch Collie. This is a breed of dogs that is needed in this country, rather than the sheep killing curs so plentiful.

Sap time.

It will soon be sap time.

WANTED

Two or Three Gentlemen Boarders.

APPLY Mrs. W. C. Young

Clifton House, Forrester St.

FRESH OYSTERS

TWO BAPPELS JUST IN THIS MORNING at the

CECIL RESTAURANT, Prince St.

Try Our

PIGS' FEET

WE HAVE A LOT OF THEM

Short of Locomotives

Scarce of engines on the I. R. C.

That's it!
Correct!

Last Saturday the C. P. R. Express arrived here on time; and left an hour late.

Why?

No locomotives!

That train simply had to remain till the engine which had brought in No. 19 train about forty five minutes before could be cleaned and got ready to take the C. P. R. out. Hence the delay.

Owing to the scarcity of passenger engines, freight engines have, on several occasions been pulling express trains.

How about the Pacific type engines the government was to have received for the I. R. C. in February of this year?

If the order was placed, have they been delivered?

If not, why not?

We say to Mr. Cochrane, Minister of Railways, that the Maritime Province people are not going to stand for much more of this kind of nonsense.

We have had the Brydges, Haggart, Harris and Graham blunderers to put up with down this way.

We do not propose to put up with another dose, that is, to take it without making a wry face.

There will be another secession movement in this province if we cannot get fair play, and it will come quickly.

Mulgrave's New Station House.

The new station at Mulgrave has been completed and will be occupied in a couple of weeks.

The specifications provide for one of the best furnished railway depots this side of Montreal.

A speciality in connection with the station is the heating and plumbing appliances, which were furnished by F. Dexter & Co., Truro.

The workman in charge and who executed the work in connection with this part of the contract was J. L. Chisholm; and his work is reported by Haggerty, inspector, as one of the best jobs he has had to report on in a good many years.

During waiting hours, whilst construction was being prosecuted at Mulgrave, Mr. Chisholm was engaged in installing in the Clairmont Hotel at Musquodoboit Harbor, a modern plumbing and bath-room outfit, which has been noted as the first and best on the Eastern shore.

More Pay

We have always said that we would never be satisfied till I. R. C. Track-foremen received \$3 a day and trackmen \$2 a day. They deserve it, and must have it.

We would advise the powers that be, in the interests of all concerned, especially the Hon. Mr. Cochrane, to enquire into this matter.

We are sure that if he does, the wages mentioned will be forthcoming.

A Rumour

It is reported that E. Tiffin Superintendent of Traffic, is to be removed, and succeeded by D. A. Storey, Div. Freight Agent, Halifax to St. John.

In our opinion the change would be a good one.

Read the "ads" in this issue. T will pay you to do so.

Try one of those razor strops—See "Ad"

Tip Top Tea is good T-e-a. Try it.

AUTOMATIC RAZOR STROP

Does the trick in 2 min



DO YOU SHAVE YOURSELF?

IF SO

Call on C. W. LUNN

Bring your Razor and we will put it in order

All Kinds—Old Styles and Safetys

Then you will Buy

THE AUTOMATIC RAZOR STROPPER

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The Store That Saves You Money

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150 Sample Waists: Traveller's Samples to be cleared in Two Weeks

Prices from 50c. up

To Arrive: Full Line of Ladies' Read-to-Wear Goods

Of All Kinds

WINTER MILLINERY

of the usual high class style that has won for her a reputation as an expert ladies' head-gear artist. See her lines of seasonable creations. Mourning goods at shortest notice

Inglis street, Truro

Next to Bank of Nova Scotia