

THE CAMPBELLTON GRAPHIC

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H. B. ANSLOV, EDITOR AND MANAGER

CAMPBELLTON, NEW BRUNSWICK TUESDAY, SEPTEMBER 28th, 1909

THE FUTURE OF THE I. C. R.

(St. John Sun)

Concerning the new management of the Intercolonial and the prospects of a successful success of the job, the Canadian Courier quotes the general impression as "not overly favorable." With which, as far as the Maritime Provinces are concerned, we are constrained to agree. But the ground on which the Courier bases its own conclusion will be the Board of directors, and in its effort is itself without foundation.

According to the Courier's idea, the rock upon which the Board will come to rest is the fact that the Intercolonial's working staff is inefficient and that the management has not sufficient power to discharge its capable men. It is doubtful, says the Courier, if they have enough power to enable to use the pruning knife thoroughly. Lopping off a few small twigs on the outer edge of the tree is not likely to make much change. The only really effective method would be to give the committee absolute power to hire and discharge. This they will never have, so long as the politicians have their present ideas and policies. Ever since the Intercolonial was built, the people have been fighting that the patronage of the road was the prize of the ruling political party. The employees have always been striving to win the favor of the politicians rather than the approval of their superiors. The writer has been in an Intercolonial "sleeping" car, and through the curtains of his berth watched two passengers, the sleeping car conductor and the train conductor play cards as the train rambled through the night from Montreal to Lewis. Could any management make good employees out of men who have been so trained? No, certainly not. The Intercolonial needs a brand new staff from top to bottom, but it will never get it under the present system.

In almost every instance this is wrong. The management has the power. The Courier says it lacks; the influence of politics upon the general personnel is greatly overrated; and for general average of efficiency the working staff of the Intercolonial ranks high.

It is a matter of record, for instance, that Intercolonial drivers get better results from their engines at a lower cost than the average, I. C. R. conductors in capacity and courtesy are exceptions. The train and telegraph hands are generally an excellent body of men. Politics may help a man to get a start in these lines to work, but once there, the railway officials, and him on his merits. The Minister himself would not dare to promote or to retard one of these men without good reason other than political. Except for temporary arrears from their engines at election times, and in the general of faces at Moncton, politics has little or no influence upon Intercolonial employees. Moreover, the Board has absolutely no power to hire and discharge, and is extending that power with absolute disregard to the opinions of local politicians. In one instance, the I. C. R. has a score of men were recently dismissed and every man of them was a Liberal or claimed to be. None of them was even a slight speckling and vigorous wirepulling, but none of them got back.

The political cause which blasts the Intercolonial works not through the staff, but through the system. The Board has the power to put in a brand new staff from top to bottom, has the power to eliminate all forms of graft—and is doing this with magnificent courage and diplomacy. But if the Board were composed of the best railroad men on earth, were freed wholly from the patronage evil and had a staff above criticism, it would still fail to make the Intercolonial the profitable agent it should be for its owners and its territory, so long as it operated under a system which makes an indifferent and ignorant parliament its directors, to which the management has to go for every dollar of expenditure. That's what the matter with the Intercolonial: politics in the party sense of pull or graft so much as the general system of government operation.

For instance, there are two members of the present Board who are committed to the policy of branch line absorption. After full investigation, they have made a report strongly recommending this procedure at once. Undoubtedly the other members hold similar views. But what can they do? The thing is essential to Intercolonial prosperity and to Maritime development. If a responsible company owned the road all these branches that are profitable feeders would have been amalgamated with the main line long ago. But under the present system the management is powerless to do this or anything else that involves the expenditure of money, no matter how sure the return on the investment.

If in this condition and the apparent impossibility of remedy under parliamentary control that has made the Intercolonial the "dead weight" of the Dominion Government operation and favorably inclined toward a trial of the effect of private enterprise. We now know to the letter that the Intercolonial, though for their different reasons, that the new commission's task

is an impossible one. But there should be a better alternative than the Courier's suggestion for the leasing of the road to some one of the three private railway corporations for a term of years, with a certain control of rates and a certain rate of return on the investment. The C. P. R. is a wonderful corporation, but its interests are elsewhere. It has done tremendous things for the development of the West, where its chief treasure is, but its consideration of the Maritime Provinces is secondary. It regards its road from Montreal to St. John merely as a branch line. Spending millions in the West for the development of traffic producing enterprises and the building of facilities of all kinds, it will spend nothing here. The C. P. R. the I. C. R. from here to Halifax would be but an extension of a branch line; and the I. C. R. from Montreal to Montreal a useless parasite. The latest census shows that there are 1,070,000 more women than men in England. This may equally account for the furious demand for the male suffrage and for the iron opposition of the once sterner sex.

The rumor that "Carson" is becoming a "right wad" and that he is refusing to provide for beautification schemes connected with Pittsburgh seem to indicate that he isn't so scared of dying now as he once was.

Even if Theodore Roosevelt had foreseen certain things that have come to pass, he could not have chosen a spot more secluded than the heart of Africa in which to vent his impatient rage.

Robert O'Neil, son of the late Mr. P. F. O'Neil, of New York, has promised Lady Aberdeen \$1000 per annum for her services in the object of equipping and starting a tuberculosis dispensary in Dublin in memory of his late father.

The passing of the control of the A. L. line of steamships to the Canadian members of the family is a sign of the times, which it would guarantee against increased traffic charges, and at twenty four was the head of a New York brokerage house which was soon handling Vanderbilt business.

August has proved the most successful month of the year as far as the Clyde shipping trade, the output of local newspapers to Montreal, and an increase over July of 23,850 tons. For the eight months of the year launched is 222,450, only 1,500 short of the corresponding period of last year.

The Lethbridge Herald says that the merchants in the town are incited to a strike against the department stores and then turn around themselves and give their own country or goods to the outside printers. This is a body blow.

Andrew Carnegie has given \$15,000 for the erection of a public library in Tralee, County Kerry, Ireland. The gift was not dependent on the citizens subscribing a like amount. A fund also will be established for the encouragement of the people of Tralee, Ireland, was impressed with the rugged beauty of Tralee and remained there for some days.

IT PAYS TO ADVERTISE

That it pays nations to advertise as it does individuals was the message carried to the American people by the Hon. Mr. Arthur Hawkes, the publicist man of the Mackenzie & Mann railway. He said stress upon the fact that the Mackenzie & Mann railway, which Canada had secured from the personal interests of such a company in Maritime progress, if it were restricted in the matter of rates, it could only make the road profitable by improving the quantity and grade of its traffic. And such improvement could only come through general development of industrial conditions throughout its territory, so that the company would be compelled to boost the country or goods to the outside printers. This is a body blow.

Failing the present experiment on the Intercolonial and lacking any other plan of better results under government ownership, the Mackenzie & Mann railway is now trying for a term of years under an operating lease to surrender the people's road to one of the larger corporations whose interests are variant from its own. It is not opposed to Maritime interests.

The idea of holding a World's Fair in Winnipeg in 1912 is a bold and attractive one, but those who are promoting it are altogether too extravagant in their claims of the share which should be contributed by the Dominion Government, and too easily satisfied with the contributions of the city of Winnipeg and the Province of Manitoba. They are shabby compared with what is expected of Ottawa.

THE CAMPBELLTON GRAPHIC

The new conception of empire: One Sovereign, many nations; one navy, many fleets.

It is said that impetuous people have black eyes. Yes, and if they don't have them, they are apt to get them.

It is said that King Edward plays croquet. It is too bad, but the young and strongest of us may come to it in time.

Manitoba in calling for farm help should more directly suggest the need of providing continuous employment on western farms.

Evolution has not, fortunately, been a heavy with modern railway construction. The animals continually and persistently clamor up railway cuttings in Algonquin Park, Ont.

Judging from the reports from Mexico, the Spaniards have not yet mastered the lessons of the Cuban war. They don't seem to have realized the criminal folly of going to war without being prepared.

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Marconi promises to send press dispatches across the Atlantic at the rate of 1500 words a day, charging a third of the cost of a word-hall cable. The present speed for transatlantic messages is only thirty five words a day. Marconi hopes for a speed of fifty words. Moreover, he believes that he can soon telegraph 500 miles and more.

The steamer Homer arrived at San Francisco last week with a cargo consisting of 14,968 sealions valued at approximately \$500,000. This is the largest annual consignment of sealions that has come from the Pribilof Islands for some time. In inspection by the custom officers the sealions were placed aboard an export train and shipped to New York, and thence to London, where they will be prepared for the market.

A remarkable state of affairs has just been shown in Ireland. For the first time in a generation the population has actually increased. There was an excess of births in 1908 over deaths of 25,148, and the immigration being only 23,297 persons, the increase in population was 1,851. This makes the population of Ireland 4,573,268. Ireland once supported a much larger number than this, but the immigration to this country of its strong and able-bodied men and women drained it of its best blood.

The man who cries "No" or "murder" in a theatre, declared Judge Kimball, in the district police court of Washington the other day, in finding Isaac Kirkstein, a tailor, \$25 for police murder in a movie picture show house. It is to be feared with the fool who roars a rowdier. Either of these acts is likely to result in loss of life. Kirkstein created a small panic in the theatre and interrupted the show by yelling "murder" when the attendants attempted to eject him for refusing to remove his coat. Several women fainted and others were trampled upon in the rush which the audience made for the exits.

THE MONTREAL WITNESS

BURNED OUT

MONTREAL, Sept. 25.—The Montreal Witness office was completely gutted by fire tonight. The damage is estimated at from \$100,000 to \$150,000. Several neighboring stores and suffered. The fire was discovered at 6.30 p. m. by men working in the job room, but it originated in a mystery. It is thought, however, that a match may have been dropped by some smoker as he was leaving the building. The flames began their work on the top floor and in an incredibly short time the whole upper floor was a wreck. The roof then fell in and added to the damage. The flames ate down through the other floors to the ground floor in the basement. In addition to the damage by fire the loss by water will be considerable. For some time the Witness has been at work installing new presses and had everything arranged to run off their enlarged paper tomorrow. They had installed five new presses, capable of turning out a large sized 8 column paper. Arrangements have been made with the Gazette to print the paper for the present. There was an insurance of \$150,000 on the building and contents.

Huggins—What has become of Van Mungin?—Oh, he's laid up a victim of a cold.

Huggins—I didn't know he ever played baseball.

Mungin—He doesn't. He sprained his larynx telling the umpire how things ought to be done.

SENTENCE OF DEATH ON

MRS. ANNIE ROBINSON

Convicted of Murdering her Daughter's Children

SUDBURY, Ont. Sept. 25.—At 11:30 last night Mr. Justice Magee sentenced Mrs. Annie Robinson to be hanged November 24 for murder of the infants of her two daughters, Jessie and Ellen. Mrs. Justice Magee expressed his extreme sorrow for the pitiful position of Mrs. Robinson, a woman of forty-five, he said, broken in mind and body and facing the most serious of all sentences. He spoke of the recommendations of the jury for mercy, but did not build up the prisoner's hopes for executive clemency. Mrs. Robinson stood in a corner of the dock, her shoes resting on the rail, and with bowed head buried her face in her handkerchief. Her tears and sobs were those of a broken heart. There is no doubt every effort will be made to have the sentence commuted. The sentence is very unusual.

There is more catarrh in this section of the country than all other diseases put together, and until the last few years was supposed to be incurable. For a great many years doctors pronounced it a local disease and prescribed local remedies, and by constantly failing to cure with local treatment, pronounced it incurable. Science has proven catarrh to be a constitutional disease and therefore requires a constitutional treatment.

Hall's Catarrh Cure is manufactured by F. J. Cheney & Co., Toledo, Ohio, is the only constitutional cure on the market. It is taken internally in doses from 10 drops to a teaspoonful. It acts directly on the blood and mucous surfaces of the system. They offer one hundred dollars for any case it fails to cure. Send for circular and testimonials.

Address: F. J. CHENEY & CO., Toledo, Ohio.

Sold by druggists. Beware of cheap imitations. Take Hall's Family Pills for constipation.

STAFF OF LIFE

Importer Pays Heavily for Breaking Custom Law

NEW YORK, Sept. 24.—Two cases of "assorted bread and biscuits" were seized by the customs officers found in compartments supposed to contain the staff of life, a fur muff, a fur cape, china, glass and other dutiable articles. Mr. Bengier said that these articles were intended as prizes for customers who should display the largest quantity of his bread and biscuits in this country, and disavowed knowledge of how they came to be packed with the staff. In addition to the \$105 duty, he was fined \$245 under the customs law.

By Order,
F. E. RYAN, Secretary

The Commissioners of the Transcontinental Railway dated at Ottawa, August 25, 1909. 5—2—Cdn.

SEND FOR ONE

of our Outfits for your Kitchen, \$5.80 only, viz
One Enamelled Sink, 18x30, \$4.00.
One Lead Trap for Sink, 75c.
One Cast Iron Elbow, 2" 35c.
One Length Cast Iron Pipe, 2" 5 feet long, 70c.

Total—\$5.80.

F. BLOIS,
New Carlisle.

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ASK FOR
Labatt's
(LONDON) &

A. G. ADAMS & Co.

NEW FALL COATS

A Splendid assortment of the newest styles in Ladies' and Children's Coats, now in stock. Make your selection early. You will find our prices right as well as the style and fit.

Also new lines in Dress Goods, Waistings, Sweater Coats, etc.

A. G. ADAMS & CO.,

Gent's Furnishings, Furniture, Carpets, Etc.
Water Street, Campbellton.

Peel Your Eye!

And see the most complete exhibition of Furs ever held in town, which is now open. It costs you absolutely nothing to inspect our immense stock.

NO SHOP WORN GOODS HERE

Everything entirely new in style and material. Ladies' and Gent's Furled Coats made to measure. Thousands of dollars worth of specially selected furs, every piece a gem, have arrived at Campbellton's Leading Tailor and Furrier.

NO CAUSE TO WORRY.

When you leave your order here for any garment, you know you get the best there is for least money. We carry the best and most up-to-date stock on the North Shore. You are cordially invited to inspect our goods.

J. B. WAGNER,

Next door to Waverly Hotel, CAMPBELLTON, N. B.

TERRA COTTA PIPE

FITTINGS, ETC., ETC.

We have just received a car of terra cotta sewer pipe and fittings and are prepared to do all work in this line.

Contracts taken for installing, excavating, etc., and work promptly attended to. Estimates cheerfully furnished.

MANN & BAXTER

Campbellton, N. B.

ATTENTION!

I have just opened up many new lines which makes my stock of Dry Goods, Ladies' Clothing and Coats complete in all lines and my prices are right.

GENT'S FURNISHINGS.

A complete line of men's suits, boots and shoes, shirts, collars, ties, hats and caps, etc., also jewelry. Wholesale and retail.

EMILE DAVID,

Next Albion Hotel, Water St., Campbellton.

SEND FOR ONE

of our Outfits for your Kitchen, \$5.80 only, viz
One Enamelled Sink, 18x30, \$4.00.
One Lead Trap for Sink, 75c.
One Cast Iron Elbow, 2" 35c.
One Length Cast Iron Pipe, 2" 5 feet long, 70c.

Total—\$5.80.

F. BLOIS,
New Carlisle.

Subscribe for the Graphic



TENDERS FOR STEEL BRIDGES

Sealed Tenders addressed to the undersigned and marked on the envelope "Tenders for Steel Bridges" will be received at the office of the Commissioners of the Transcontinental Railway, until twelve o'clock noon on the 28th day of September, 1909, for the construction and erection of steel superstructures and floor systems (with ties and wooden guard rails complete) required for bridges at the points named below:

District "A"

Miles.	Bridge	Date of Completion
82.0	Caine River	December 1, 1909
124.5	South West Minto	March 15, 1910

District "B"

Miles.	Bridge	Date of Completion
124.0	Jumper Brook	April 1, 1910
149.0	Odeil Brook	April 1, 1910

District "C"

Miles.	Bridge	Date of Completion
62.5	Circle River	July 1, 1910
62.5	Low Bush River	June 1, 1910
99.0	Brule Creek	April 1, 1910
106.29	Fredericton River	" "
113.48	Buckagow River	April 15, 1910
125.5	Driftwood River	May 1, 1910
125.6	Mattagami River	June 1, 1910

Plans and profiles may be seen and full information obtained at the office of the Chief Engineer at Ottawa, Canada.

After contracts are awarded the successful tenders must submit designs of all superstructures with stress sheets all to be in accordance with the Specifications of the Department of Railways and Canals of the Dominion Government 1908. The class of load to be used is that designated "Heavy" in the said specifications.

Tenders will be received for one or more of the structures required. Each tender must be signed and sealed by all the parties to the tender and witnessed and be accompanied by an accepted cheque on a chartered bank of the Dominion of Canada, payable to the Commissioners of the Transcontinental Railway, for a sum equal to five per cent (5 p. c.) of the amount of the tender.

The right is reserved to reject any or all tenders.

By Order,
F. E. RYAN, Secretary

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Reaching the People

A prominent real estate dealer in Toronto says that he gets better and quicker results from the Classified Want Ads than from any other kind of publicity. He states that the results are out of proportion to the small expense involved.

There is a moral in that for you if you want to reach the people.

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