DAY, APRIL 16th, 1909

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THE CAMPBELLTON GRAPHIC

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CAMPBELLTON, NEW BRUNSWICK, TUESDAY, APRIL 20TH 1909

PRICE: Single Copy 2 cents. One Dollar Per Year.

Public Works Dep'l
Dec 63

AMENDED ROAD ACT INTRODUCED

Also Legislation to Assist The Development of The Gloucester County Iron Mines.

THE GAME LAW.

FREDERICTON, April 16—The bill amending the Highway Act was introduced in the Legislature by Premier Hazen, and will be explained at length when given a second reading.

The provisions of the bill place complete control in the hands of the people through their representatives in the council. The Highway Act will be brought into force immediately and will be in use throughout the province this year. The bill provides for an organization meeting of highway boards, on or before the 18th day of May to be called by the secretary treasurer of the board, who will be appointed by the government and the bill provides machinery for the assessment for the road purposes this year and issuance of warrants of assessment. The Highway Board will be composed of three members, two of whom will be county councillors for the parish and the third will be appointed by the government and will act as secretary treasurer. Members will elect their own chairman.

Remuneration of members of the Highway Board is left with the County Council, but will include exemption from road texes unless otherwise fixed. The remuneration of the secretary treasurer, will be fixed by the Lieutenant Governor in Council and will be paid from the provincial grant.

Highway boards have the appointment of the commissioners and surveyors. Each district will be in charge of a commissioner whose remuneration shall not exceed 10 per cent, of the money expended for roads in his district, the amount to be fixed by the highway Board. Highway boards have power to make sub-districts, which will be in charge of a surveyor, whose remuneration shall be exemption from road taxes for attending statute labor, not more than twenty four working hours, and if employed longer than that time remuneration to be fixed by the board. Statute labor is left optional with each ratepayer.

The bill fixes working days at 8 hours. It is also made optional for a ratepayer to have a substitute to do statute labor, satisfactory to the commissioners. The rate for statute labor is to be fixed by the County Councils, and if not fixed shall be 12 1-2 cents per hour. The rate for a double team and driver is fixed at 30 cents per hour, and for a single team and driver at 22 1-2 cents per hour, unless otherwise fixed by County Councils. The poll tax, fixed by the original act at $2, has been reduced to $1.50 and all male inhabitants between the ages of 21 and 60 years are liable for a poll tax. The property tax for highway purposes stands at 20 cents on $100. Property of widows and unmarried women is exempt up to $500.

Hon. Mr. Hazen introduced a bill to authorize the issue of bonds by the New Brunswick Cold Storage Company. By an order in council passed in January, 1908, the old government had undertaken to have legislation enacted guaranteeing $30,000 additional issue and on the strength of that guarantee the Bank of Montreal had advanced the company $28,000. While personally he thought the government had done wrong, yet a guarantee had been given and it would not be right for the present government to repudiate it.

Hon. Mr. Hazen introduced a bill to provide for the development of the Gloucester iron deposits. The ore was easily accessible and millions of tons could be secured. The company would construct a railway from their mines probably shipping ore at first from Newcastle, and from Bathurst as the harbor is dredged. For the present the company would ship their ore away and eventually it was intended to establish, smelting works in Gloucester County. It was proposed to assist the company by guaranteeing their bonds for a railway at Bathurst or some point on the I. C. R. but for this the government had insisted that the guarantees of the Canada Iron Company be given first. The Canada Iron Co. has subscribed capital of $7,446,000 and an authorized capital of $8,000,000. They had fixed assets in Nova Scotia Ontario and Quebec of $8,019,258 and liquid assets of $10,979,000. After one year the province would receive a royalty of five cents per ton on one thousand tons of ore a day for one hundred and fifty days in the year. The company had valuable tracts of hardwood and anticipated manufacturing charcoal iron in this province. A royalty of five cents per ton had been fixed for the term of the lease. Authority is given to erect a dam at the Nepisiquit Narrows so long as it does not interfere with the rights of others on that stream.

The bills relating to probate courts, winding up companies, relating to arbitration and relating to immigrant children were read a third time.

Hon. Mr. Hazen introduced a bill to authorize the county of Victoria to make a temporary loan not exceeding $2,000 for criminal prosecution.

Hon. Mr. Morrissy presented a petition of ratepayers of Newcastle asking for repeal of the act authorizing the board of school trustees to issue debentures.

Hon. Mr. Hazen introduced a bill to confirm an agreement made between the government and W. A. Quinton for the exchange of 6 1-2 acres near the Provincial Hospital for two lots owned by the province on Manawagonish road and comprising 34 acres and a cash consideration of $1,500.

Mr. LaBillois presented a petition against the bill for the appointment of a stipendary magistrate for Durham, Restigouche County.

Hon. Mr. Landry introduced a bill to amend the act providing for the protection of sheep from dogs.

Mr. Byrne introduced a bill to incorporate the Bathurst Skating and Curling Company, and a petition of the residents of Fogersville against the dismissal of Francis McCall as a labor commissioner.

Mr. Copp moved for a return of all road moneys expected in the parish of Hillsboro during 1908. Return promised.

Mr. McKeown gave notice of inquiry in regard to the bridge at Garnett Settlement.

Mr. Lowell gave notice of inquiry regarding the New River bridge.

The house went into committee on the game act. The season for shooting black duck was made to open at noon on September 15th, instead of September 1st. The close season for muskrats was adopted, making the open season from the 1st of March to 20th May and from 20th October to December 1st.

Mr. Byrne, Mr. Burchill and Mr. Currie thought the section prohibiting the carrying of firearms in the woods except under permit of the Surveyor General or Chief Game Warden would be a hardship to lumber cruisers and others. The Surveyor General said he would always be easily reached.

Hon. Mr. Grimmer said some bona fide claims had been paid. In York County a man had made a statutory declaration of the loss of $125, while the game warden sent to investigate the claim made declaration that the damages would not exceed $20. Progress was reported.

Before the corporations committee in the evening there was further consideration of the Tobique River Pulp and Paper Company project and so strong were the objections offered to the bill as drafted that the committee requested Mr. Powell to draft a new bill and present it for their consideration at 8.30 on Tuesday next.

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MARITIME WRECK WAS MORE SERIOUS THAN REPORTED

Cars Went Over Embankment and Were Badly Broken Up-Chinamen Had Interesting Experience, But Were Uninjured.

GRAPHIC ACCOUNT OF WRECK.

With six cars in the ditch, two of which were colonist cars full of Chinamen bound from Bermuda, the Maritime express, which was wrecked about four o'clock Thursday morning at Causapscal, was eleven hours late in arriving in Moncton not reaching there until half past nine o'clock in the evening.

According to the passengers and the train crew the wreck was one of the worst that has recently happened on the I. C. R. and attended by scenes of more than usual excitement. The six cars that went into the ditch were smashed very badly, while the locomotive was also considerably damaged. The engine went off the track and took to the right side, while the cars went in the opposite direction. The wreck occurred on a piece of road which skirts the Matapedia River, running along a high embankment. The cars after leaving the rails plunged down into the ditch below. The postal car which was next the engine was the first to go over while the express car came next. The postal clerk was severely injured about the head, being thrown against the side of the car. He was taken to his home at Levis on the Maritime express. Express Messenger Morrison, of Sussex, was more seriously injured than the others he being thrown about the car as it rolled down the embankment and having a heavy box fall on him. His head was badly cut and bruised, while he received several painful bruises about the body. After the accident he was placed on a stretcher and conveyed to the Pullman car, where his injuries were attended to. He was also taken to Levis and placed in a hospital.

The Chinamen, who were packed in the car so that every seat was occupied, had a tough time of it, but only one of their number was injured to any extent. The two cars containing the Orientals, after leaving the rails, ran along the road bed for about twenty-five feet before taking the plunge. On arrival at the bottom of the ditch everything was confusion within, the Celestials chattering loudly and excitedly in their own language and apparently thinking that their last hour had come. Pullman Car Conductor LeBlanc, with whom a reporter had an interview, told of going to the car where the sight which met his eyes would have been amusing under less serious circumstances. One Chinaman had collected his wits together and having secured a candle in some mysterious manner had lighted it and was prowling about, stumbling over the forms of his companions who were jabbering away in a frightful manner. He would pick up a valise and put it away in a corner and go after another without even stopping to see how his fellow countrymen had fared After a while he was pulled out of the car through the window while the remainder of his fellow countrymen followed at their leisure

Conductor LeBlanc next directed his attention to the postal car This had been upturned, and the mail bags were scattered in every direction The postal clerk was found inside nursing a badly injured head which had swollen considerably The express car had also upturned and parcels could be seen in every direction Messenger Morrison was found in the car with a heavy box on top of him and it was some twenty minutes before he could be extricated Another express car also left the rails but received no damage whatever, while a colonist car, apart from those used by the Chinamen, came in for a good share of the damage The first class car remained on the rails, while the forward truck on the dining car jumped the track The jolt was sufficient to cause a riot in this car and the result was that several of the dishes were broken The two pullman cars stayed on the track and received no damage whatever, in fact some of the passengers who were sleeping at the time the accident happened were gently awakened by the jar and sleepily enquired what the matter was.

Speaking of what the probable cost of the damage done, Conductor LeBlanc said it would be in the vicinity of $20,000 It was the worst wreck he had ever seen He was in the Palmer pond wreck and several others but never before had he been in one like this. He marvelled at the escape the Chinamen had and said it was wonder ful that there was no loss of life. The train was in charge of Conductor Begin who was uninjured. The passengers had to be transferred along with the baggage and mails, while the cars were left as they were. When they left the scene the wrecking crew from Riviere du Loup had just arrived and had started to get the roadbed in condition. Over one hundred feet of rails had been torn up and scattered in every direction. The engine was partly tipped over on its side while the cars were lying in a smashed condition at the bottom of the ditch. The only reason he could give why there was no loss of life was on account of the fact that the train did not come to a sudden stop, as after the run off occurred the engine and cars slid along for some distance. The engine became separated from the postal car and went to the left and the cars proceeded to the right. The cars also became separated from each other before taking the plunge.

Some of the passengers speaking of the accident told interesting accounts and were thankful they escaped as they did. A passenger who was in one of the Colonist cars at the time said he never received such a jolting in his life. At first he did not know what had happened and when coming to his senses and learning what really had occurred he did not know whether he was dead or alive. He escaped with only a few scratches and considered himself lucky.

GLOUCESTER IRON MINES DISCUSSED

Want Bill Charged in Reference to Royalty, Also to Pay for Nepisiquit Power.

CHARGES AGREED TO.

(Special to the Graphic)

FREDERICTON, April 19—There was a small attendance at the House this afternoon.

Hon. Mr. Morrissy replying to Mr. Byrne said that no petition had been received for the completion of Millstream March Bridge, Gloucester county.

Replying to Mr. LaBillois he said he had no information of damage to the road on Eel River Bar, but would investigate and make necessary repairs.

Mr. Byrne introduced a bill autuorizing Gloucester Co. to make a temporary loan.

Mr. Hatheway gave notice of introducing the Woman Suffrage Bill.

SUICIDE OF A FORMER MIRAMICHI MAN

Archie A. Noble, Native of Chatham, Takes His Life

SALMON FALLS, N. H. April 17—A spectacular suicide by one of the best know nursery salesmen in this county was committed yesterday afternoon. Archie A. Noble a native of Chatham, and resident of this place the past year, informed Station Agent Billings of the Boston & Maine Railroad, that he was insane and was going to take his life. Going to the railroad track he walked into the Salmon Falls River. As he was carried over the first dam by the swollen stream, his head and shoulders could be seen out of water Then he passed over the second dam and out of sight. He returned Thursday night from Geneva, N. Y., where he had been on business. A note left in his room at the hotel read: 'I look upon this as a terrible ending to a life that might have been a very useful and successful one. I hope some one will see this.' He was unmarried and none of his relatives are known. He was understood to have a brother and sister in Portland, Maine, and a brother in New York, who is a minister.

The Bill to develop the Gloucester iron mine was debated at length in committee. Messrs. Byrne and Currie strongly opposed making the royalty five cents per ton for eighty years. They thought it should be ten cents after twenty years. Mr. Byrne urged a provision compelling the erection of smelting works and coke ovens be inserted.

Mr. Tweeddale agreed with the above and urged making a charge for water power on the Nepisiguit. The Premier agreed to this and the bill passed without further amendment.

The Game Act passed the third reading.

THE H. WILMOT YOUNG C. ALL NEJT WEEK IN NEW PLAYS AND AUDEVILLE

The Wilmot Young Stock Company, will appear in the Opera House next week, opening on Monday night with 'Lena Rivers.' Good plays, a quantity of special scenery and a number of vaudeville acts are promised. A Fredericton paper says:

'The Wilmot Young Company last evening presented the play in Convict's Stripes, a sensational melodrama which made a distinct hit with the large audience, as did the fine line of specialties. This evening the attraction will be the rollicking comedy, 'Loan Me Your Wife,' and with the specialties and added attraction in the way of an amateur contest, a large audience is assured. Mr. Young Miss Marjie Adams and their company have made many new friends in the city during their engagement now closing, and will always receive a warm welcome from Fredericton people.'

Among the specialties will be Bates & Nevell, in an act called 'The Dutch Girl, the Tramp and the Wheel.'

Also the Frasier dancing trio, Joe the high jumping dog will give a free exhibition in front of the Opera House on Monday night at 7.30. Seats now on sale.

MURDER TRIAL AT ANDOVER AGAIN

Many Lawyers are Engaged in Trial of Murray and the Hatches.

MANY FOR DEFENCE.

FREDERICTON, April 19—Solicitor General McLeod left this morning for Andover, where he will appear for the crown in the trial of Sandy Murray and the Hatches, Italians who are charged with being accessories before the fact in the murder of Paddy Green, the Montreal jewelry peddler for which Tony Arosha and Leouf Seppepil will be hanged on May 4. The Solicitor General will have associated with him Titus J. Carter, of Andover, who conducted the preliminary examination of the prisoners.

Relatives of Murray are putting up a lively defence for him and his companions. Hon. H. A. McKeown, ex-attorney general, Hon. W. P. Jones, ex-solocitor general, and F. B. Carvell, M P. have been engaged to conduct the defence. The trial will be commenced tomorrow mornig under a commission for a special court ordefed by the Lieutenant Governor in council that the death sentence upon Arosha and Seppepil will not be delayed. Judge McLeod will preside.

A. E. HANSON SENTENCED TO A MONTH IN JAIL

FREDERICTON, April 16—In the police court this morning, Colonel Marsh passed sentence upon A. E. Hanson for assault upon Mr. O. S. Crocket, M. P. last month. The sentence is that Hanson be imprisoned in the county jail for one month and that he pay costs, amounting to $55 and that in the event of his refusal to pay costs he be imprisoned in the county jail for another month in addition to the sentence already imposed. Hanson was not present in court and is said to be out of the city. Mr. R W. McLellan gave notice of appeal. Colonel Marsh in receiving the notice stated that bonds would have to be given for Hanson and that they would have to be signed at once or else officers would be sent after him. His Honor commented strongly in giving judgment and said that Hanson's assault was unjustifiable and done solely to publicly disgrace Mr. Crocket. He also stated that members of parliament must be protected.

MR. GRAHAM NAMES I. C. R. COMMISSION

Will Have Complete Control of I. C. R. for One Year as an Experiment. One New Man.

NO DETAILS GIVEN.

Montreal, April 18—Important announcements were made at the dinner given by the Montreal Reform Club on Saturday night in honor of Hon. George P. Graham, Minister of Railways and Canals, Naturally, in view of the Dreadnought fever which has spread over the whole empire of late a good deal of the talk was along the lines of the naval defence, the more so as Mr. Graham was accompanied by Hon. L. P. Brodeur, and both ministers devoted much of the speeches to an outline of the policy to be followed by the government on this matter.

In their discuussion both Mr. Graham and Mr. Brodeur repudiated the idea of either building Dreadnoughts for the Imperial navy or giving a cash contribution to Great Britain to aid in the construction of her warships. Hon. Mr. Graham condemned this as starting on the superstructure before a foundation for a Canadian navy was laid, and foreshadowed that the work to be undertaken by the Canadian Government would be to build vessels for our coast defence and to continue the policy of home defence started when the Dominion undertook to garrison Halifax and Esquimault.

Hon. Mr. Brodeur was less definite and stated that as soon as the session of parliament was over he and Sir Frederick Borden would leave for London, where they would consult with the imperial authorities as to what had better be done by Canada in the matter of naval defense. He, however, assured the gathering that it was the intention of the Canadian government to take some action in the interests of the empire and that, confident in the vast experience of the imperial naval authorities, they would be prepared to accept and act upon whatever advice might be given them in the coming conference.

I. C. R. Commission.

In addition Hon. Mr. Graham, in the course of his speech, laid down the policy of the government with regard to the Intercolonial Railway and announced the personnel of the new commission which is to take charge of that road.

Mr. Graham stated that there had been much talk of leasing or selling the Intercolonial, but that the government was not as yet prepared to accept either suggestion. It had, he said, been decided to apoint a commission to run the I. C. R. very much as the Pennsylvania Railway is run and this system would be tried for at least a year. This commission, Mr. Graham said, had already been decided upon and an order-in-council would be issued onMonday announcing the appointment of Mr. J. Butler, deputy minister of railways and canals; Messrs. Pottinger and Tiffin, of the Intercolonial, and F. P. Brady, who was until recently genera superintendent of the Lake Superior division of the Canadian Pacific Railway.

While Hon Mr. Graham did not go in details as to the powers of this board, he intimated that it would be formed something along the same lines as the commission which is in charge of the Pennsylvania Railway and that it was his intention to carry on this system for at least a year or so as to give the Intercolonial a chance as an integral portion of the transportation system of the Dominion.

DARK BROWN TASTE
Your Head Aches
Tongue is Coated
Mouth Tastes Bad
Stomach is Sick

The Gastric Juices are Not Doing their Duty and You're in the Grip of Nervous Dyspepsia

A hot bitter fluid, and sour indigested food rises in your mouth.

Your vision is crossed with specks that float before the eyes.

Very shortly you'll have nausea, rank breath, and sleepless nights.

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It regulates the gastric juices, puts new life into the stomach braces digestive powers, gives the aid that's so badly required.

Ferrozone is the best treatment because it goes to the root of the trouble, remedies the conditions that cause dyspepsia and hereby such permanently.

If you want proof read the experience of Mr. E. P. Davison a well known resident of Portland, who writes 'Ferrozone is beyond doubt the most powerful cure for indigestion and weak stomach. Food so badly disagreed with me that I was almost afraid to eat. Pastry and starchy foods fermented, caused sour risings and gave me headaches brown taste offensive breath I grew weak, my weight ran down fifteen pounds and my looks fully indicated all that was wrong. Ferrozone put me on my feet again. It braced me up, renewed my digestion and made me a well man.'

Doctor and patients alike speak of the merit of Ferrozone; it is different from other remedies, different because it cures so you stay cured. Try it, sold everywhere in 50c. boxes.

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This is the beginning of Chronic deafness. A simple remedy that many physicians advise is to slowly inhale Catarrh. If not checked, the result is Catarrhozone a few times each day. The soothing vapor of Catarrhozone cures the Catarrhal condition and hearing impaired at once. Head noises buzzing ears are cured. For Catarrhal deafness, throat nose and lung catarrh there is probably no remedy so efficient.

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The Greatest Lung Healing Medicine known to science. A guaranteed cure for all Lung Trouble, Coughs, Colds, Asthma, Bronchitis, Sore Throat and Consumption. Every bottle sold under a guarantee. The only Cough Medicine endorsed by doctors. 25c. Bottles.

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BARGAINS IN ENVELOPES
We have just received a hundred thousand good grade cream envelopes which we will print at $1.75 per thousand. Just the thing for business correspondence.

Vitol tablets make blood.

AN IDEAL OUTING
In preparation for their summer campaign the Grand Trunk Pacific has just issued a handsome folder illustrating the beauties of the Algonquin National Park of Ontario as a resort for holiday makers, campers and anglers. The folder illustrates the advantages of a route through the famous park, starting from the headquarters at Algonquin park station and winding through a number of lakes until it connects with the main line of the Grand Trunk Pacific on the Northern division, via Depot and the Lake of Bays, with a visit to the new 'Wawa' hotel on that lake. This route is one of the best that a lover of fishing could desire, embracing canoe trips through Little Island, Wolf and Crown Lakes, with side trips to other smaller lakes, all of which teem with fish. While in several of the lakes nothing but big speckled trout can be found, others, such as Wolf and Little Island, offer a variety of fishing. And in all the lakes there is so much sport that parties soon settle down to catching no more than they can eat, which does not take very long. The scenery throughout the whole trip is superb, and there is abundance of animal life, deer being plentiful and encountered on all sides in the early morning when camp is broken. The trip is as ideal one for those seeking either health or sport.

A copy of the publication may be had free for the asking by applying to J. Quinlan, Bonaventure Station, Montreal.

QUESTION FOR EVERY READER
If you could find a simple vegetable remedy for keeping all organs healthy and strong—wouldn't you use it? Most pills are harsh, cause pain, and sick stomach. Dr. Hamilton's Pills are different—they regulate and cleanse the system so gently, act so silently you scarcely realize you've taken medicine. You are cleansed—appetite improves color clears—sleep is restored. Every man, woman and child is helped by Dr. Hamilton's Pills. Try a 25c. box.

MR. H. WILMOT YOUNG