

Public Works Dept.

THE CAMPBELLTON GRAPHIC

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Campbellton, New Brunswick, March, 24th 1911.

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INCONSISTENCIES OF HAZENITES EXPOSED

Stong Speech in the Legislature by Hon. J. P. Burchill—His Timely Criticisms of the Provincial Administration Have Been the Cause of Much Annoyance to Hazenites.

Mr. Burchill gave the government some very interesting things to think about. He drew attention to the fact that while the revenue is now considerably greater than it was in 1907, the last year of the old government's rule, the increase has been largely due to influence altogether outside of the administration in the present cabinet. Incidentally he alluded to the increase of subsidy which, as Opposition speakers have often pointed out, has been gained entirely from efforts of the previous ministry. But he went on to say that while the revenue has been considerably increased the grants made by the government to various public services have not shown a proportionate growth.

Having figured the matter up Mr. Burchill showed that the revenue of 1910 was 30 per cent greater than the revenue of 1907. The grant to agriculture, however, showed an increase of but 14 per cent. Similarly the grant to education showed an increase of but 20 per cent. So the Hazen government has not, after all, been dealing with the public services so generously as its supporters would have us believe it has been doing.

The Northumberland man drew attention to the fact that when in Opposition members of the present government cried out that the then attorney general was profiting unduly from the collection of Succession Duties collected was a little more than \$14,800. The amount charged for the collection was \$528, or less than 4 per cent. In 1910 the duties collected totalled about \$2,500. The charge made by Attorney General Hazen for collecting this sum was \$190,35 or practically \$100. In this case the percentage of the cost of collection is nearly 5 per cent, as contrasted with less than 4 per cent in 1907. Yet it was in 1907 the other years of the old government, that the attorney general was accused of excessive charging in this respect.

By figures taken from the report, Mr. Burchill showed that the expenses of the Executive Government in 1910 were about \$4,000 greater than the similar expenses in 1907. The expenses for Immigration, too, were greater; Mining cost more; Fish, Forest, and Game Protection cost more. In connection with the latter item Mr. Burchill said that he understood that the warden was paid for just one day of a warrant for game protection. If this is the case, the money so spent, he said, is simply thrown away.

Mr. Burchill also scored the government for its course in regard to the General Railway investigation. He pointed out in the past two years alone this investigation has cost the people about \$6,000. The people have gained no benefit whatever, and the investigation has even failed to provide political capital for the government. It had been alleged that the purpose of the investigation was to bring about the refund to the province of some monies alleged to have been misappropriated in connection with the Central. As a matter of fact, there has not been a single dollar of such money regained but it has cost the people \$6,000 the so-called investigation just the same.

As was to be expected from a man who had studied the accounts of the past few years, Mr. Burchill had something to say about the inconsistency of members of the government in respect to Public Printing. In 1907 the amount spent by the former administration for Public Printing was about \$13,000 and this amount was branded by members of the then Opposition, nor the government, as grossly extravagant. Yet in 1910 the expenditure for public printing was not only \$23,000 it was \$24,400, odd, and this amount did not include the sum of \$1,275 for printing the Judicature Act. Moreover since the close of the fiscal year 1910 over \$2,100 has been spent for printing.

Mr. Burchill was vigorous in his condemnation of the government for its attitude toward the lumbermen of New Brunswick. He pointed out that government speakers and the government papers cry out that an increase of the territorial revenue has been due to an honest collection of stampage not to any increased cut on the Crown Lands. The inference he said, is not only that the former government was not as careful as it should have been, but it also is that the lumbermen of this province are thieves and rogues who tried, would still try to defraud the province. He protested vigorously against any such imputation being made against representatives of so important an industry as that of lumber. He also found considerable fault because under the government's present system, operators are practically compelled to board free of charge government scalders and cutters for days at a time in their lumber camps, while these officials are engaged on public business.

MR. MALCOLM CREDITED WITH BIG SCHEMES

Montreal, March 20.—While he refuses to discuss the rumor that he was to build the projected railway line from St. John and Moncton to Quebec, Mr. Thomas Malcolm, railroad contractor, who is in the city on important business is said to have a much more extensive scheme on foot. He has purchased the unexpired charter of the Quebec and New Brunswick Railway, and it is stated that he will not only build the St. John River Railway, but will also carry out the larger undertaking of a line from Lewis to Grand Falls, N. B., and thence down the Valley to Fredericton or St. John or across to Moncton from the former place and on to Halifax. The Federal government is already committed to a subsidy for about a hundred miles at about \$6,200 per mile and the New Brunswick government will likely guarantee the bonds of the part from Grand Falls to St. John up to \$25,000 a mile.

SUDDEN DEATH OF MAJOR W. H. LAURIE

Halifax, N. S., March 19.—Mr. Walter H. Laurie, of Montreal, died in the I. C. R. express this morning as he was on his way to Sydney to assist in adjusting the insurance on the Steel Company Power house, which was partially burned last week. At an inquest held tonight the jury found that death was the result of heart failure caused by actual pulmonary tuberculosis. The train was near Harbor de Bouché when Mr. Laurie became ill, and he only lived about a half-hour. He was in his 60th year. Mr. Geo. A. Cheese, who was with him on the train, will probably return to Montreal tomorrow with the remains. D. W. T. Greenfell of Newfoundland and Labrador, who has been lecturing on behalf of fishermen in Great Britain reached New York the other day on the Manrotania. He was accompanied by Mrs. Greenfell. The noted philanthropic worker will deliver a number of lectures in the United States before leaving for the far north.

I. C. R. OPERATION OF VALLEY RAILWAY

To Pay as Rental Forty Per Cent. of Gross Receipts—If the Road is Not Constructed it Will be the Provincial Government's Fault.

Ottawa, March 21.—The early beginning of the Valley Railway in New Brunswick appears to be assured.

Yesterday the House of Commons declared that the Intercolonial should undertake its operation as soon as built, and pay as rental forty per cent of the gross receipts. The resolution was put through in the face of strenuous opposition from Mr. Crockett of York, Dr. Daniel, of St. John and R. L. Borden, leader of the opposition. Their attitude gives color to the charge which was boldly made by Hon. Dr. Pugsley and Mr. Carvell, that Mr. Hazen and his government do not want to make good their undertaking to guarantee the bonds of the road to the extent of \$25,000 a mile, but that they have been all along bluffing as to their desire for the conditions for the guarantee to prevent a contract for construction being entered upon.

Mr. Crockett sought to carry this line of action boldly into the federal house by introducing an amendment providing that the federal government should undertake the initial equipment of the road with rolling stock.

Mr. Graham, Dr. Pugsley and Mr. Carvell pointed out that this would provide the New Brunswick government with the excuse they were looking for to get out of the promise of aid they have given, as the provincial act declared that the initial equipment should be undertaken by the construction company and the province could not give the aid unless this was done.

It was pointed out that the resolution of Mr. Crockett was a quibble, as the initial equipment would cost only \$1,000 a mile, and to make it certain that the Intercolonial would have to bear the future great burden of equipment, Hon. Mr. Graham changed the resolution to specify the declaration that after entering on the lease of the line and the initial rolling stock, the government would provide rolling stock for increase in the service for ninety-nine years.

That the government of Canada desires the construction of this line for the purpose of developing New Brunswick and giving the remainder of Canada a new line to St. John and an outlet to Europe, was shown by the attention which the prime minister gave to the debate. It started early in the afternoon and lasted until midnight and during the whole of the time Sir Wilfrid was in his seat giving his attention to the debate.

Mr. Graham moved a resolution declaring that as the New Brunswick legislature had passed an act providing a bond guarantee of \$25,000 a mile on a railroad from St. John to Grand Falls, on condition that the guarantee could not become effective until the dominion government made an agreement with the New Brunswick government for the leasing of the railway when completed with its appurtenances and rolling stock, and for the operation, maintenance, up-keep and repair by the government of Canada as a part of the government railway system for ninety-nine years and for payment by the government of Canada to the New Brunswick government each year of forty per cent of the gross earnings of the railway as rental, the rental to be applied in payment of the interest of the bonds so to be guaranteed,

and the surplus, if any, to be paid to the company.

It is expedient that the federal government should be authorized to enter into a contract for leasing the railway with its appurtenances and rolling stock, when completed and equipped with rolling stock, and for the operation, maintenance, up-keep and repair by the government of Canada as part of the government railway system for 99 years and pay as rental 40 per cent of the gross earnings, provided it is built to the general standard of the National Transcontinental through New Brunswick.

It is also provided the lease may be taken for sections of the line:

1. From Fredericton to Woodstock.
2. From Fredericton south, a distance of fifty miles.
3. Each twenty-five miles thereafter, until the line be completed and equipped from Grand Falls to St. John.

TOWN COUNCIL.

A meeting of the council was held on Tuesday evening His Worship the Mayor presiding. Councilors present Messrs. Alexander, McDonald, McLennan and Richards.

Minutes of previous meeting read and confirmed at which time Town Solicitor A. E. G. McKenzie entered the meeting, as also did Councillor White. Communication read from Wm. T. Cook; asking permit for water and sewerage for his store on Roseberry Street.

Referred to water and sewerage committee. Telegram received from Peter Clinch of the Provincial Board of Underwriters giving his opinion of the request of the Presbyterian and Baptist churches regarding building in wood, which read "Think height of Presbyterian Church out of all reason but will permit both."

Communication placed on file. Regular order of business was then suspended and council proceeded to take up the question of proposed town legislation.

Town solicitor McKenzie introduced the matter of the proposed legislation and went over the various items very carefully reading over the draft bill provides for the guaranteeing of the bonds, the exemption of buildings and improvements from taxation, the legalising of the present voters lists for this year, the separation from the municipality as to the Public Health Act, and other small changes being taken as amendments to existing legislation. These items were all passed by council for transmission to the legislature, after which council returned to the regular order of business.

Petition from Ed. Alexander for Pool room and Bowling alley. Referred to Police and License Committee.

Report from Finance Committee recommending payment of accounts totalling \$115.00 which was approved.

The annual report of the Finance Committee was read by Councillor Alexander in the absence of Chairman Miller. The report was received and placed on file.

Report from the water and sewerage committee.

(Continued on page 4.)

Royal Bank of Canada.

INCORPORATED 1869.

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TOTAL ASSETS \$95,000,000.

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Special Attention Paid to Savings Accounts.

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HOPKINS

Sugar Cured HAMS and BACON

SAUSAGES AND MEAT

Are the BEST the Market Produces.

Over 50 years of Experience back of our work.

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Contractors and Citizens of Campbellton

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