

The Campbellton Graphic

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CAMPBELLTON, NEW BRUNSWICK, THURSDAY, JUNE 10, 1920

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Next—Every time you make a purchase, the clerk will hand you our cash register receipt on which is printed the amount and date of your purchase. Keep these receipts together between now and the twenty-sixth of June until 10 o'clock P. M., then bring them to our store clerk, then with the clerk put them in an envelope, which will be provided for the occasion, seal it and leave your name and address. The largest amount of purchases between the thirtieth of April and the twenty-sixth of June, at 10 o'clock in the evening will win the first prize of twenty dollars (\$20.00); the next the second prize, fifteen dollars (\$15.00); and the third prize, ten dollars (\$10.00).

These prizes are as a remembrance of our first anniversary at Campbellton which falls on the twenty-sixth day of June.

Councillor Currie, Town Clerk J. T. Reid, and M. E. Analew of the Graphic have kindly consented to act as judges for this contest, and will open all the envelopes containing the receipts.

The results will be announced in the following week's Graphic.

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White Footwear

Fit your feet this summer with a pair of Oxfords, Pumps, Slippers or Sneakers. Ease and comfort in every pair, they are stylish as well. We have them in all sizes, for all ages. Our sneakers are in Black, Brown and White.

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THE GASPE RAILWAY MATTER

Government Asked to Link Government Lines With Q-O and A. Q. W.

The Government of Canada are asked to link up the Quebec Oriental and the Atlantic, Quebec and Western Railways extending from Matapedia to Gaspe with the Canadian National Railways.

It is urged that these two roads can be made profitable feeders to the National System and increase materially the production of the country at a time when it is so urgently needed.

Hon. Messrs. Lemieux and March representing Gens and Rouvestre Comites have forwarded to the Privy Council petitions signed in all the parishes from Matapedia to Gaspe, asking that this be done.

The sentiment of the people on this point is unambiguously expressed in the letter addressed by the Hon. Mr. Marvell to Mr. Hanna, Chairman of the Canadian National System, and of the petition signed in Bonaventure Co. Ottawa, May 28th, 1920.

Re: Quebec Oriental Ry., Atlantic, Quebec & Western Ry.
Dear Sir,—
I had the honour, a few days ago, of forwarding to the Privy Council a large number of petitions signed in all the parishes of Bonaventure Co., Que., along the line of the Quebec Oriental Railway, asking that that road be taken over by the Government of Canada and linked up with the Canadian National Railways.

I understand that Hon. Mr. Lemieux M.P., representing Gaspe County, has done likewise for the Atlantic Quebec & Western Railways, extending partly through his constituency.

There is an unanimous opinion in both Bonaventure and Gaspe Counties on this point. I have sent a copy of these petitions to the Hon. J. D. Reid, M.P., Minister of Railways and Canals, who has acknowledged receipt and promised consideration, and am enclosing one for your information.

I may say that, on April 6th, last, the Board of Railway Commissioners held a sitting at New Carlisle, Que., and investigated into the conditions of these two Railways. I understand that Hon. F. B. Carvell shares our views that these two Railways should be linked up with the Canadian National System by which both can be made most important feeders.

I am writing you to ask you to give the matter your consideration. I have no hesitation in saying that, owing to the immense development of the Gaspe Peninsula, during the last few years, notwithstanding the war and the inefficient Railway service given it, it would be a sound business proposition for you to take over the operation of these two Railways on a fair and equitable basis to be decided upon. I am not making any proposal as to the terms but I claim that, in the public interest and in the interest of the Canadian National System, there are no feeders connecting with the Intercolonial Railway that can be compared in importance with these two Railways. You can easily ascertain the situation by the Railway Statistics which are available to you, and by the evidence adduced before the Board of Railway Commissioners at their New Carlisle meeting.

The Quebec Oriental Railway extends, as you are aware, from Matapedia, Que., to one mile beyond New Carlisle, Que., (a mileage of 100 miles) and is connected with the Atlantic Quebec & Western Railway at that point. The latter road extends to Gaspe, with deep water terminus, a distance of 102 miles, forming a total mileage of 202 miles.

As you are aware, the Gaspe Peninsula is fast becoming the mecca of tourists and could easily be made ten times more important in that regard, with proper Railway facilities and accommodation. The fisheries of the Baie des Chaleurs are among the most valuable on the North American Continent. The quantity of pulp wood and timber generally yet untouched is immense; the country is fertile and the returns from proper cultivation and exploitation are practically without limit. A mere fringe of the country has been opened up along the shore. An investigation will show you that in minerals, timber, pulpwood, farming, dairying, fishing and tourism, the Gaspe Peninsula is the most valuable part of Quebec, and the most valuable anything in the Maritime Provinces.

Gaspe is the nearest Canadian Sea Port to Liverpool and is accessible for months longer than the St. Lawrence Route, and devoid of all the dangers of river navigation.

By the construction of a Railway bridge over the Restigouche River, between Cross Point, Que., and Camp-

bellton, N. B., these two Railways can be linked up with the I. C. R., East and West, and the International, bringing that immense country and its resources in touch with the whole of Canada, and Boston, and New England.

The Atlantic, Quebec & Western Railway is a modern, well built road; the Quebec Oriental Railway is older, but it could be steadily improved with a reasonable outlay. Both roads are owned in England and are merely kept alive, no effort being made to develop business at a time when the country needs it so badly.

I should be glad of an opportunity of giving you any further information on this matter which I may be able to furnish.

I have the honour to be, Sir,
Yours truly,
CHARLES MARCILL
Member for Bonaventure.
D. B. Hanna, Esq.,
Chairman,
Canadian National Railway System,
Toronto,
Ont.

PETITION.
To His Excellency the Governor-General in Council.

May it please your Excellency:
The petition of the undersigned citizens, resident in the Counties of Bonaventure and Gaspe, Province of Quebec, along the line of the Quebec Oriental Railway and the Atlantic, Quebec and Western Railway, humbly sets forth:—

That this region is one of the oldest settled portions of Canada;

That it is peopled by a thrifty population of farmers, lumbermen, fishermen and sea going folk;

That its territory is immense, the Gaspe peninsula comprising 10,000 square miles;

That for generations the people have contributed their full quota to the upbuilding of Canada, and in the late war hundreds of young men served at the front;

That at all times they have been handicapped in the matter of transportation and easy access to markets for the products of the farm, the mine, the forest and the sea;

That since the outbreak of the war they have been deprived even of the advantages of water communication by suitable boats;

That as far back as 1884 the Parliament of Canada voted a sum of money to authorize the construction of a branch line of the Intercolonial Railway extending from Matapedia, Quebec towards Paspébiac and ultimately Gaspe, on the recommendation of Sir Charles Tupper then Minister of Railways and Sir Hector Langevin Minister of Public Works;

That unfortunately, this policy, which would have been of tremendous advantage for the opening up of the country, had it been pursued, was changed and the construction and operation of the railway handed over to private enterprise, devoid of the capital necessary to build and equip the road and develop it properly;

That since that time the service has been altogether inadequate, when not suspended, and has been a deterrent rather than an incentive to progress;

That many undertakings have been held up for years for want of a well constructed road, properly equipped and maintained;

That at the present time timber cut in the counties has to be rafted and carried by water to New Brunswick across the Baie des Chaleurs to be landed at Miramichi for want of a railway to carry it to the market;

That recently pulp mills have been erected, a large number of saw mills have been in operation, mines are be-

BOOM FOREMAN DROWNED HERE

Thos. McKenzie Lost Life At North Boom Early Sunday Morning.

Thomas McKenzie, aged 34 years, one of the foremen of the North boom of the Restigouche Boom Co. lost his life by drowning at an early hour Sunday morning.

At day-light Sunday morning Foreman McKenzie, with Albert Sherar, took a light canvas canoe and proceeded to make an inspection of the boom to see that everything was secure. They paddled to the head of the boom, and were returning when the canoe was upset by the heavy waves, as it was blowing a heavy easterly gale at the time. Both men clung to the canoe for a time but as it was early no one saw their predicament. Sherar could swim, and as the canoe was drifting off shore, he concluded to swim ashore and get help. This he did, but Mr. McKenzie was nowhere in sight when he reached safety. The alarm was at once given but the unfortunate man had gone down. The body was later recovered and was forwarded to home of deceased at Boom Road, Northumberland.

Deceased was a very popular employee of the Boom Co. and his tragic death has cast a gloom over the whole community. He was unmarried and is survived by four sisters and six brothers.

No Mere Necessary.
Old Portly found himself stranded for an hour or so in a strange town and decided to have something to eat. He entered the only restaurant he could find and called for a menu.

"There ain't one, sir," said the waiter, who looked as if he'd been lighted in infancy, "but I can tell you what's on."

"Let's have it, then," said Portly.

The waiter took a deep breath and read off a lengthy list.

"You have a wonderful memory, my man."

"No, sir," said the waiter, meekly; "I just looks at the tablecloth."

ing opened up and butter and cheese factories have been established but all are held back for want of a proper railway.

That the railway built ten years ago between Paspébiac and Gaspe by British Capital has not been properly operated because of the unsatisfactory state of the Quebec Oriental Railway connecting it with the Canadian National Railways at Matapedia;

That these two roads have a mileage of approximately 202 miles and serve a population of some 60,000 people which would have been doubled had it had efficient railway services as exists in other parts of Canada;

That Parliament has authorized the taking over of any railway not exceeding over 200 miles by the Government of Canada and linking it with the National System;

That these two roads would be important feeders for the National System and if properly exploited would be of incalculable benefit to the country at a time when production is so essential.

That for these reasons the undersigned voicing the sentiment of the entire population pray Your Excellency in Council to take immediate action to annex these roads by purchase, lease or otherwise as may deem best to Your Excellency in Council and made part and parcel of the National System, for which your petitioners will ever pray.

April 1920.



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