

OR COPY

The Campbellton Graphic

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CAMPBELLTON, N. B., THURSDAY, SEPTEMBER 25, 1913.

J. & D. A. MARQUAI Company, Limited.
CONTRACTORS PLANNING MILL BUILDERS
DRY MILL
DOOR AND SASH FACTORY
CAMPBELLTON, N. B.

Manufacturers of
DASHES
DOORS
MOULDINGS
and GENERAL
BUILDING
MATERIAL
Wholesale and
Retail Dealers in
CEMENT,
LIME,
COMMON,
PRESSED, and
FIRE BRICKS,
ROCKWALL
PLASTER,
CALCINE
PLASTER,
FARM TILE,
DRAIN TILE,
and FITTINGS,
NAILS,
SPIKES,
PAINTS,
OILS,
VARNISHES,
STAINS.

We don't ask you to encourage
home industry,—we ask you to see
the quality of goods we manufacture
and get our quotations. Goods man-
ufactured by us are considered High-
Grade in the leading cities of Canada.
Foreign woods imported direct from
the south.

MAIL ORDERS

We solicit out of town orders, which receive
our personal attention. The length of time tak-
ing to fill orders is governed very largely by how
long we wait in the department of our factory, by
which the best material goods are made. While
we have excellent facilities for promptly
packing and shipping, it is important to place or-
ders as far ahead as possible. Orders are filled
in the rotation in which they are received,
and customers can always depend on our doing
everything in reason to give prompt despatch.

OUR OFFICE IS CONNECTED WITH THE N. B. TELEPHONE BY TWO SEPA-
RATE LINES INSURE PROMPT ATTENDANCE.
OFFICE HOURS—7 A. M. TO 6 P. M.

Make Work Easy

Wash Day is what you make it. If you wish
to lessen the labor of "Wash Day," see our stock
of Laundry Supplies, Washing Machines,
wringers, Wash Boards, Tub Stands, Bolders,
Irons, etc.

We have just received a large shipment of
Electric Irons which we are selling for \$4.50 and
5.00, guaranteed for ten years

A. E. ALEXANDER & SON,
Campbellton, N. B.

There is now no Doubt Whatever



of the increasing
popularity of the
English Styles.
They're gaining
fresh foothold
every day.

No greater evidence
can be advanced than
the present demand
from the followers of
correct dress for neat-
er fitting garments.
The word English ap-
plied to clothes usual-
ly conveys the skin
tight impression of a
fit so close that it al-
most convinces one
that the man must
have been poured in-
to molten form.

What English real-
ly means is a closer
adherence to the
correct measurements of
one's figure so as to
give a fit that conforms to one's shape and is at once smart and stylish.

Our best illustration to you would be an "Art Suit," tailored to your
particular measurements. "Art Clothes" on a suit stands for the best
that money can buy.

Prices \$18.00, 20.00, 22.50, 25.00, 28.00, to 35.00.

FERGUSON BROS.

MEN'S CLOTHING AND FURNISHERS.

FOUR ARE KILLED IN I.C.R. COLLISION

Two Freight Trains Collide— Head-on Near Antac— Bodies Burned

Moncton, Sept. 24.—Four engineers killed,
two residents of Moncton, and two brake-
men injured, at least a damage of \$10,000 to
the I.C.R.; the fire between Moncton and
Halifax tied up for hours, which necessitated
the transportation of passengers, mails and
baggage from one side of the wreck to the other,
were the sad results of one of the worst wrecks
ever known to have taken place on the I.C.R.,
in which two trains, each travelling at about
fifty miles an hour, came together in a head-
on collision yesterday afternoon at a point
known in the I.C.R. time table as Siddle's
Cut, about one mile east of Antac, or about
six miles east of Sackville.

The dead:
Enoch Rushton, driver on No. 231, Dufferin
street, Moncton.
Byron Colpitts, fireman on No. 231, Moncton.

Frank Lyons, driver on No. 234, Truro.
Hingley, fireman on No. 234, Stewiacke.

The injured:
R. H. Sharpe, forward brakeman on No. 231, Moncton.
Banks, forward brakeman on No. 234, Truro.

The collision occurred on a curve, and it is
estimated that about twenty cars, containing
articles of every description, telescoped, some
of them piling up on top of one another, while
others were broken to splinters, and one to
view the wreck would think that the box cars
were made of some paper or some other weak
material which would not stand such a
force.

The strongly built cars, some fortified with
steel, nevertheless broke in fragments, which
gave one an idea of the force of the collision. The
wreck happened about half past four. About
No. 231, known as the "Way freight," in
charge of Conductor George Armstrong, of
Moncton, with Driver Enoch Rushton, were
bringing their train to Moncton, running, it is
said, about two hours late. The other train
in the wreck is known as No. 234, a "special,"
although it runs on schedule, was in charge of
Conductor John D. McDonald, of Truro,
known among railway men as "Foxy Jack."

He had a "special" of Nova Scotia coal
trains, like the others, was running "be-
hind time."
The accident occurred on the sharp curve at
Siddle's Cut, and both engines were only a
short distance apart when, it is believed,
two drivers saw the approaching train. At
any rate, it was too late to avert an accident,
as from the position of the badly mutilated
machinery on the inside of both engines, it
was thought by all those who inspected it,
that both drivers had applied the emergency
brakes.

The four men killed, namely, Drivers
Enoch Rushton and Frank Lyons, and Fire-
men Byron Colpitts and Hingley, were in-
stantly killed.

Shortly after the collision occurred, a fire
started and the bodies of these four men were
burned beyond recognition. At an early hour
this morning the body of Lyons, the engineer,
had not been taken out of the wreck, although
it was discovered after the fire had been ex-
tinguished. From the position of the body,
it is believed that he made an unsuccessful
attempt to jump or crawl out of the cab before
the collision, to safety. The man was caught
about the middle of the body between the
tender and the cab of his engine, while other
pieces of machinery in flying about, no doubt,
helped to kill him instantly. Coupled with
this the boiler exploded and he was doubt
terribly scalded. When he was found by
rescuers, who had to cut a large in-
ter of the wreckage to reach him, his head
and shoulders were dangling out of the side of
the engine. It is believed that the man is
Driver Lyons, although he was not positively
identified, and it might be Fireman Hingley.

After the two injured men had been attend-
ed to, Dr. Calkin, the coroner, empaneled a
jury, who after viewing the bodies, adjourned
until today. A large number of witnesses
have to be summoned, and it is expected that
the inquest will be a long drawn out affair.
The two forward brakemen on each train
were riding in the engines with their respec-
tive drivers, and how they escaped death along
with the other occupants of the two engines,
is nothing short of a miracle. At it was
brakeman Robert H. Sharpe, of Moncton,
was very badly injured, being cut about the
face and body badly. He was also badly
bruised and was picked up in a critical con-
dition and taken to the "Amherst" hospital.
At an early hour this morning he was resting
easy as could be expected. He will re-
cover.

Banks, the other brakeman, who was in the
cab of Driver Lyons' train, was also badly in-
jured, but it is thought that he will recover.
He received many bad cuts and bruises which
proved to be very painful. He was resting
easy at an early hour this morning.
The cause of the head-on collision was due
to Conductor George Armstrong of No. 231
train, and Driver Enoch Rushton of the same
train mistaking their cars with No. 234.
According to the time card, the regular crew
of these two trains is at Amherst, but both
the conductor and engineer thought they were
to cross at Sackville, and they were enroute to
that point when the collision occurred. Both
of these trains, only being put on recently by
the I.C.R. officials.

NEWSY BUDGET FROM SHIRETOWN

Social Doings in Dalhousie— Fishing a Failure in Bay Chaleur

Dalhousie, N. B., Sept. 24th.—On Thurs-
day evening last, Miss Alma LaBillico en-
tertained the "Younger Set" at an enjoyable
dance in honor of Miss Kathryn MacDonald
of New Glasgow, N. S., and Miss Marie
White of Bathurst. Among those present
were—Mr. and Mrs. James B. H. Storer,
Miss Margaret Baldwin, Eva Barberie, Ger-
trude McKay, Marie White (Bathurst), Etta
Coleman, Gertrude Barberie, Kathryn Mac-
Donald (New Glasgow), Stella McKenzie and
Miss E. E. Richard, J. W. McDonald, Chas.
Johnson, Dennis Connors (Winnipeg),
Walter Marston (Campbellton), Murray Mc-
Kay, Gidon Baldwin and Mr. Turlet.

Mrs. P. H. Sheehan was hostess at a very
enjoyable party on Friday evening. Among
those present were—Mr. and Mrs. H. A.
Hilyard, Mr. and Mrs. James B. H. Storer,
Miss G. S. Robertson (St. John), Miss Kath-
ryn MacDonald (New Glasgow), Miss Florine
Doherty and Messrs Arthur Hilyard, J. W.
MacDonald, and Harry Hubert.

Mrs. Wm. McCurdy of Point LaNim was
hostess on Wednesday evening last at a de-
lightful dancing party. About forty guests
were present and a very enjoyable evening
was spent. Several attended from town.

Miss Audrey Trug left on Thursday for
Boston, where she expects to spend the
winter of her aunt, Mrs. Everett Day.

Miss Marie Montgomery left by S.S. Cana-
da Saturday for New Richmond, P. Q., to
attend the wedding of her cousin, Miss Susie
Montgomery, only daughter of Mr. R. H.
Montgomery, Lumber Merchant, to Mr. John
McDonald, manager of the Nova Scotia bank
at Sydney, N. S.

John Morrissey of Newcastle, was in
town on Saturday.

Mr. Milton Doherty of Campbellton was
in town on Saturday, the guest of Mrs. David
Ribeau.

Mrs. Lewis Arsenault and daughter, Miss
Berne Arsenault, spent a few days in Bath-
urst last week.

Mr. Beverly Scott returned to Fredericton
last day where he will resume his studies
at the University of New Brunswick.

Miss Lena Harquail spent a couple of days
in Campbellton last week visiting friends.

The Misses Marguerite and Geraldine
Sheehan returned home on Tuesday after
spending a few weeks in Halifax, visiting
relatives and friends.

Mr. A. T. LeBlanc of Campbellton was in
town on Saturday.

Mr. and Mrs. James Wall are receiving
congratulations on the arrival of a baby girl.

Mr. Albert C. LaBillico has been trans-
ferred from Terrebonne, to Sherbrooke, P. Q.,
to be accountant in the Royal Bank.

Miss Kate Nolan of Point LaNim was in
Black Point on Saturday to attend the funeral
of the late Mrs. John Haley.

Mrs. James Wright of Shannonsvale and her
daughter, Miss Wright of Boston left for the
New England States last week.

Mr. and Mrs. H. O. Arthur of Moncton were
in town on Monday, guests at the Queen
Hotel, and Mrs. R. B. Keith of Campbellton
paid Dalhousie a visit on Monday.

Mr. and Mrs. C. L. Woods, St. John, were
guests of the Queen here on Monday.

Mrs. J. A. Gilker, Mrs. George Lutes, Mrs.
Edward Thomas were in town on Saturday,
guests at the Queen.

Mr. and Mrs. Herbert Hoquard left last
week for a trip to Montreal and Boston.

Miss Florine Doherty of Dalhousie was the
recipient last week of a beautiful fountain pen
accompanied by an address on behalf of the
Ladies Grand International Auxiliary to the
B. of L. E. 530 for so ably helping them out
in their musical programme at their social
held in Campbellton on Wednesday, the 3rd
inst.

Mr. and Mrs. Herbert McArthur of Turon
spent a couple of days in town last week
visiting friends.

Miss Arsenault spent Monday in Campbel-
ton.

Mr. Ernest J. Keays of Nouvelle, who was
educated at St. Joseph's College, Memram-
cook, has accepted a position in the Bank of
Nova Scotia, Dalhousie.

Mr. L. D. Jones, principal of Dalhousie
Superior School and the other teachers, Misses
E. Harquail, Annie McInerney and Lisa
Wallace are in Campbellton attending the
Restigouche Institute.

Miss Nettie Robinson left on Monday
Limited for Chatham to take in the Exhibi-
tion. While there she will be the guest of her
brother, Mr. Clarence Robinson.

The S.S. Consul Ollson was lying at the
breakwater here for several days. The men
were working placing a new propeller. It is
very satisfactory to know that large vessels
can now be accommodated at the new break-
water which was placed under contract by the
late government. This large ship left here on
Saturday bound for New Mills, where she is
to be loaded by the Prescott Lumber Co.

The C. G. S. Montclair docked at the
government wharf here on Friday last. The
officers of this government vessel are always
welcome visitors to the shiretown.

TRAGIC DEATH OF VISITING DOCTOR

Caribou Physician Choked With Particle of Food in His Throat

Dr. S. P. LaFleche of Caribou, Me., who
was visiting here a few days last week, met
with a tragic death on Friday evening. The
deceased gentleman who arrived here on
Thursday was a guest at Hotel St. Louis, and
on Friday evening entered the dining room in
good health to partake of supper. During
the progress of the meal the waitress attend-
ing on the doctor noticed that he seemed dis-
tressed, and she hastily summoned the pro-
fessor, Mr. Boudreau, saying that one of the
diners was sick. Mr. Boudreau assisted the
doctor from the dining room not knowing the
nature of the illness and just as they reached
the kitchen door the unfortunate gentleman
collapsed in his host's arms.

Medical aid was immediately summoned,
and Dr. Martin and Price responded, but be-
fore they arrived the unfortunate man was
dead.

Dr. Martin the Coroner, held an inquest in
the evening, and by the medical evidence giv-
en it was shown that a piece of potatoe had
lodged in the throat, causing death by chok-
ing.

The body was taken to his late home on
Saturday morning via the International Rail-
way, Mr. D. F. Graham accompanying the
remains.

The tragic ending caused great consterna-
tion among the guests in the St. Louis, the
hotel being well filled, none of the guests be-
ing aware of the nature of the illness, and
therefore unable to assist. What made the
occurrence all the more sorrowful was the
fact that there was a medical gentleman in
the dining room at the time, unaware of any-
thing out of the ordinary happening.

The S.S. Gagetown is loading pulp here by
the Dalhousie Lumber Co. She is expected
to make a few more trips this season.

Word received from the Gaspe Coast goes
to show that the fishing in the gulf has com-
pletely failed this season. It is a disaster for
that part of Gaspe county. In the Bay de
Chaleur fishing was better and in that section
the country is developing with great rapidity.

At Pabos in particular, the progress is ex-
traordinary and the St. Lawrence Pulp Com-
pany is contributing considerable for this de-
velopment. In the near future Pabos
will be an important town.

Dr. Lemieux, M. L. A. for Gaspe county,
has been holding public meetings during the
month of September to render an account of
his conduct in Parliament. He has already
spoken at Cape Chatte, St. Anne, Marsouin,
Mount Louis, La Madeleine, Clorydome,
Petite Vallee, Anse-Aux-Griffons, Anse a
Louise. Everywhere the electors appreciate
the great work done by their local repre-
sentative, who did not fear travelling hundreds
of miles to meet his constituents.

It is reported here on good authority that
the Sydney Lumber Co. will begin the erec-
tion of a new saw mill combined with a saw
factory in a few days. This mill will replace
the one destroyed by fire in the early part of
the summer. This is very encouraging news
to the working men of Dalhousie and to the
business community.

TO LET

Lower part of new house, several room and
shed attached. Suitable for druggie, millin-
ery, dressmaker or both combined, can be
arranged to suit any line of business. Best
location in commercial part of town. Apply
MRS. LOUIS ARSENAULT
Dalhousie, N. B.

HORSE RACING AT NEW RICHMOND

Mr. W. H. Gray's Nellie be Sure Popular Winner in The 2.30 Class

Interesting racing was seen at New Rich-
mond track on Wednesday, the various events
being enjoyed by a fair turnout of spectators.
Campbellton sportsmen were out in force and
had the pleasure of seeing Mr. W. H. Gray's
mare, Nellie be Sure winning the 2.30 in
dashing style, her competitors being locally
owned pacers.

The morning was dull and threatening and
the course was in good condition but latterly
got rather heavy with the afternoon's rain.
The going of Mr. Gray's mare was greatly
admired, the animal being classed as a wonder
and Curtis felt as much pleased by driving her
as well as the winner of the 3 minute class.

Free for all. First heat.

Candy girl—owned by H. Cormier, driven
by N. W. Levesque. 1

Nabob—owned by Jas. Campbell, driven
by owner. 2

Time, 2:24

2.30 class. First heat.

Nellie be Sure—owned by W. H. Gray,
driven by A. Curtis. 1

Bessie K—owned by A. Hopper, driven by
owner. 2

Lucky Jack—owned by J. Morrissey, driven
by owner. 3

Time, 2:26½

3 minute. First heat.

Gengarry—owned by John McBeath, driv-
en by A. Curtis. 1

Gazowsky chief—owned by Ed. Lawrence,
driven by owner. 2

Jess—owned by John Campbell, driven by
H. Campbell. 3

Time, 2:30

Free for all. Second heat.

Candy Girl— 1

Nabob— 2

Time, 2:28

2.30 class. Second heat.

Nellie be Sure— 1

Bessie K— 2

Lucky Jack— 3

Time, 2:28

3 minute. Second heat.

Gengarry— 1

Jess— 2

Gazowsky Chief— 3

Time, 2:40

Free for all. Third heat.

Candy Girl— 1

Nabob— 2

Time, 2:26½

2.30 class. Third heat.

Nellie be Sure— 1

Bessie K— 2

Lucky Jack— 3

Time, 2:35

3 minute. Third heat.

Gengarry— 1

Jess— 2

Gazowsky chief— 3

Time, 2:40

The judges were James Miller, James Har-
vey, H. P. Doyle and John Falls.

Timekeeper, H. P. Doyle.

Starter, James Doddridge.

CLERK WANTED

Trustworthy young man with some experi-
ence in a general store. One speaking both
languages preferred. Apply to The Dal-
housie Merchants Co., Ltd., Dalhousie, N. B.

FOR SALE

Combination Pool Table for sale. Apply
J. L. LESPERANCE
Sept. 25-26 Gaspe

WANTED

Sales lady, one speaking French and English
preferred. Apply to
J. GOLDENBERG & CO.

THE FOUNTAIN HEAD OF LOW PRICES
The Commercial Block Grocery
JOHN LANDRY, Prop.
PHONE 205.

Special Fruit Sale for This Week.

Peaches, per basket,	.75	Concord Grapes	.33
Fancy White Plums,	.65	Niagaras	.40
Reinclud's	.60	Red Rogers	.45
Pears	.65	Green Tomatoes for Chow	
Tomatoes	.50	Fresh Moose Meat, per lb.	.8

The Commercial Block Grocery,
JOHN LANDRY, Prop.