

# Campbellton Graphic

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Campbellton, N. B., Feb. 7, 1913

## WHAT FOR?

In the estimates brought down to the House this week there appears two items of special interest to us in Campbellton. Here they are—

Campbellton—Deep water wharf accommodation, \$50,000.  
Campbellton—Public building, \$1,600.

The first named is well understood, the surveys having been made for this wharf extension a long time ago, but what does the second mean.

Is this sum being set aside to provide us with that long promised illuminated clock with four faces and its accompanying peal of chimes, or is it to pay for the plans of the clock which we understood were being drawn in the old country.

Some one suggested, but we are sure they were joking, that the sum was required to purchase and refit Rainey's Cottage as an asylum for some disappointed office-seekers, but we surely need the clock more than that.

It is a long time since we were told that the government were purchasing four clocks in the old country they being of a special design, and one would be put in our post office right away, and a bell too, to strike the half hours and the quarters which would be very useful in keeping all the mill and factory whistles in line, so that they would all be unanimous in stating it was high noon, but alas up till now it has been

Sister Anne, Sister Anne, Do you see any one coming?  
However this appropriation of \$1,600 has cheered our hearts greatly although we are still a little in suspense as to what it is for.

Just sixteen hundred can any one tell, Is this for our new post office bell.

## GOOD ROADS.

The benefit of good highways to the citizen of any community is very well shown in the following extract from the address of Mr. A. J. McPherson, Chairman of the Board of Highway Commissioners of Saskatchewan, given at the Convention of the Canadian Highway Association in Winnipeg.

"A farm adjoining a good road will sell for a higher price and is worth more than one on a poor road. There is a great advantage in having a farm with—in reasonable distance of a railway station. So much so is this the case that the matter of the distance from the railway has a very material effect on the price of land. Anything grown on a farm has little value unless it can be transported to a market, and many homesteaders look to the improvement of means of communication to give a value to their homesteads which they have no now. Anything that will facilitate the ready access to market from the farms cannot but add to the value of them. Good roads are as essential to the machinery for doing successful business in the country as the houses, stables and other things which farmers recognize as being absolutely necessary. Much money is wasted in the construction of roads that are not good roads. The roads that are built to improve the roads are better than as they are, and the money invested in roads will give a far greater dividend."

Many sections at certain times are in such a condition that the people lose their interest in them, become dissatisfied and in a position to carry

on their business which the enthusiasm which is so necessary to make a success of it. Bad roads react in this way so as to effect all the departments of life and improving the roads indirectly raises the standard of living all along the line."

## MISS EDITH GAFFIELD WEDS B. H. SQUIRES

Brookline Society Girl is Bride of Popular Harvard Athlete and Lawyer

(Boston American Feb. 2nd, 1913)

One of the prettiest weddings of the new year was solemnized yesterday, when Miss Edith L. Gaffield of No. 94 Westbourne terrace, Brookline, became the bride of Beaton H. Squires, a member of the Bar and a popular Harvard athlete. The ceremony took place at noon at the residence of the bride's sister, Mrs. Raymond Tucker of No. 179 Walnut street, Newtonville. The Rev. John Squire, father of the groom, was the officiating clergyman. The bride was attended only by her sister.

Mr. Squires is the youngest of the five sons of Rev. John Squires of Wapping, Ct. He was graduated from Harvard, class of 1906, and from the Law School, 1909. In his college days he played right tackle with the Harvard teams of '03, '04 and '05. Mrs. Squires is the daughter of the late Mr. and Mrs. Frank M. Gaffield of Newton. Mr. Beaton H. Squires is brother to Rev. C. W. Squires of the Methodist church of this place.

## LOOSE LEAF SYSTEM

Merchants and others requiring monthly account systems should remember that the Graphic can supply same at short notice.

## VALENTINES

The new stock of Valentines is now on exhibition and should suit the most particular customer.

PRICES RANGE FROM 5 CENTS TO 50 CENTS.

VALENTINE POST CARDS 2 FOR 5

Bargain Prices still prevail on all Fancy Goods.

## FOR THE BOYS AND GIRLS

Boy's Own Annuals now \$1.50 Chatfield Box now .75

## POPULAR BOOKS

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A large variety of all lines of office requirements including

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SCHOOL BOOKS of all kinds.

GOODS AT WHOLESALE PRICES.

We have a large stock of Letter and Note Pads, and Scribbles and as these were bought right, we can supply the trade at lowest wholesale prices.

Write for Prices.

Special attention will be given all mail orders and orders for \$1.00 or over will be prepaid to your address.

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McDonald Building.

## TORY DECLARES FOR CANADIAN NAVY

Conservative Member for South York Says Build, Man and Maintain Navy

NO EMERGENCY

Ottawa, Feb. 1.—After being in dry dock for two weeks the Borden naval policy was floated out yesterday into the house of commons for examination. It is just a fortnight since the emergency grant has been pressed upon parliament. Yesterday four men spoke upon it. Three were Liberals and the other an Independent Conservative.

Emanuel Devlin, the first speaker, roared the loyalty that would send empty ships to the empire's battle line.

Dr. Beland, Liberal, declared that Sir Wilfrid Laurier, in the face of the greatest opposition, had converted the province of Quebec to the support of naval aid.

"It is a permanent policy—the beginning of a permanent policy, a vote of money and a declaration of faith," Thus spoke W. F. MacLean, the Conservative member for South York, of the Borden proposals. "We can't withdraw from what we are doing now. What we do in the future must be based on what we are doing now," he continued.

"So we are to continue contribution permanently?" inquired Mr. MacDonald, of Pictou.

"Speak for yourself," responded the South York man.

"I say that the whole thing is converted into a permanent policy. We're in it now to stay. This talk about a temporary measure based on emergency—that have no value. It is part of a permanent policy enabling us to have a say in the affairs of empire."

"Very interesting," commented Mr. McCraney, of Saskatoon. "And very frank," supplement Dr. Michael Clark, of Red Deer.

"The far-reaching resolution of Sir Wilfrid Laurier converts the whole thing into a permanent policy," continued Mr. MacLean while Premier Borden continued to sit silent. "Because it's a permanent policy I'd like to see the two parties run abreast."

"They were abreast in 1909," suggested Mr. Lemieux.

"I'd like to see the development of a Canadian navy later on," persisted Mr. MacLean, "and the creation of a seapower by Canada on this continent and the development of a shipbuilding industry. I'd like to see a declaration on that point."

"Why not ask your government for one," suggested Mr. Pardee.

Mr. MacLean said he believed in a Canadian navy also. Canada could build, man and maintain a navy, and could become one of the greatest shipbuilding countries in the world.

"A Canadian navy is no bugaboo to me," he declared. "I spoke in favor of it in 1909 and I have not changed my mind. I hope that the policy of the government will develop along that line."

He was willing to adopt a policy of conscription if such were necessary.

Mr. MacLean concluded by urging the parties to get together.

Mr. Turgeon, of Gloucester N.B., declared that the Laurier naval policy was the best for the empire, the best for Canada and very much the best for the province of New Brunswick, especially the North Shore and the city of St. John. If the Laurier policy had been adopted there would now be a shipyard in the city of St. John and the firm of Cammel, Laird & Co., would be about ready to launch the first of the war vessels there and hand them over to the minister of naval defence.

Though a St. John man, Mr. Hazen, it seemed, did not want to have this programme carried out for he had refused the offer of the great British shipbuilders and there was now no shipbuilding industry in St. John. "Would have been a great thing for the country of

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Reg. 12.00	now 9.10
Reg. 15.00	now 10.95
Reg. 16.00	now 13.20
Reg. 18.50	now 14.85
Reg. 20.00	now 19.20
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## COLLISION ON THE INTERCOLONIAL

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When the delayed train arrived here in Moncton Sunday night, the engine-men in charge of the locomotive which was to have taken the train on to Truro discovered that the pump of their engine was not working properly, and it was found necessary to take the engine back to the round-house and requisition another to take the Limited out east.

A car on a north-bound freight special jumped the track near Harcourt, early Sunday evening. The auxiliary crew was sent out from Moncton and cleared up the wreck in a short time.

## SMUGGLING—THE INTERNATIONAL PASTIME

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"There's a smuggling ship just off the farm," said an excited voice, "and the crew is busy unloading the goods."

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