

Restigouche,
Gloucester,

EVENTS

Bonaventure,
and Gaspé.

Volume 10

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CAMPBELLTON, N. B., THURSDAY, FEBRUARY 27 1908

TERMS:

Number 20

VICTORIOUS LIBERAL CANDIDATES NOMINATED THROUGHOUT PROVINCE

Preparations For Spring

NOW GOING ON

AT **MCKENZIE'S**

New Goods Fast Arriving in all the Newest Fabrics
For Spring and Summer Wear.

Imported Direct From the Leading Foreign
Markets.

NEW DRESS GOODS—In all the latest fabrics—the new smart effects in all that fashion demands.

WASH GOODS—Muslins, Lawns, Zephyrs, Voiles, Ginghams, Percales and beautiful white goods in exclusive patterns.

Our first importation of Val. Laces, Whitewear, Corsets are here in greater variety than ever.

Advancing With the Times.

Enlarging the Departments.

Many changes are being made in our dry goods section. Carpenters are now at work enlarging many departments so as to accommodate our immense stock which is daily arriving.

Our Men's Furnishings will be placed in the main store of the Grocery Section, which will give us an exclusive store for Men's Up-to-Date Furnishings.

Our Grocery Department will be found in the rear of the Men's Furnishing Store.

With these changes we will have a much larger dry goods Store, exclusive for dry goods only, with a larger stock and better service than ever before.

Agents for Liddel's Celebrated Irish and Old Bleached Linens.

Geo. G. McKenzie & Co.

The
Destroyer of
HIGH
PRICES.

D. Scheffer,

Opposite LaCasse Hotel.

The
Originator of
LOW
PRICES.

Saving Sale vs. Bank

We make the above comparison regarding our great sensation sale. Because it means a good many dollars you can put away in the bank if you get your wants filled here. Your good dollars that you would have to spend elsewhere to the last cent, should you want to get the same value. Thousands have already benefited by the extraordinary offers. They have come from every corner of the town and suburbs, bringing home with them the best value their money could ever buy. DON'T DELAY—delays are dangerous—come at once. Come while the assortment is large. Do not wait until the best things are gone. The early caller gets the best choice always.

Here is a list that will give you an idea of these great bargains.

Men's Tweed pants, regular \$1.75 selling out price, 98c.

Men's Suits, all styles and patterns fine at made, regular \$10.00, selling out price \$4.98.

Boys very fine suits in fancy worsteds and swell tweeds made upon the latest styles, regular \$5.50 and \$6.00, selling out price \$2.98.

Men's fine shoes suitable for Sunday, regular \$3.00, sale price \$2.25.

Ladies' fine tailor-made coats, positively worth \$11.00, sale price \$3.98.

Ladies' ready-to-wear dress skirts in black, navy, gray and handsomely made, former prices \$3.00 to 4.00, sale price \$1.50 to \$3.00.

These prices talk for themselves. We do not think we need add much more than a cordial invitation to all to call.

D. SCHEFFER
Saves your
Money.

D. Scheffer,

THE OUTFITTER.

McLean Building, Campbellton, N. B.

D. SCHEFFER
Leads in Price
and Quality



Stick to Merchant Tailoring.

You can't afford to cheapen yourself by wearing out-of-date clothing.

Get the very latest while you are at it, and stick to your old Tailor.

We have just open, the largest and most up-to-date line of tancy suiting, and Panting, etc., in town.

Call in early and have your first choice

J. B. WAGNER,

Next Waverly Hotel,

BOX 486, CAMPBELLTON, N. B.

(From Wednesday's Graphic.)
The nomination day proceedings at Dalhousie were enlivened by an attempt on the part of a liberal and a conservative to speak at once. Mr. A. E. G. McKenzie claimed the privilege of speaking in answer to the previous speaker who was a conservative, while Mr. W. Albert Mott, conservative, insisted that it was his turn to speak. The chairman, W. S. Montgomery, conservative, naturally sided with Mr. Mott. But Mr. McKenzie valiantly held his ground until it was too late for speech making so the crowd dispersed without hearing either.

Sheriff Robinson was at the court house yesterday morning and in due time the nomination papers of the candidates were filed. Those of Hon. C. H. LaBilloy and Mr. William Currie were filed by Mr. A. E. G. McKenzie, and those of Mr. James E. Stewart and Mr. Arthur Culligan by Mr. W. Albert Mott.

At one o'clock the crowd began to congregate in the Court Room where the candidates were to speak, and it was not very long before the small room was crowded to the doors and many could not gain admittance.

Mayor W. S. Montgomery, who was appointed chairman called the meeting to order at 2 o'clock. He asked that the speakers both in favor of the Government and opposition be given a fair hearing.

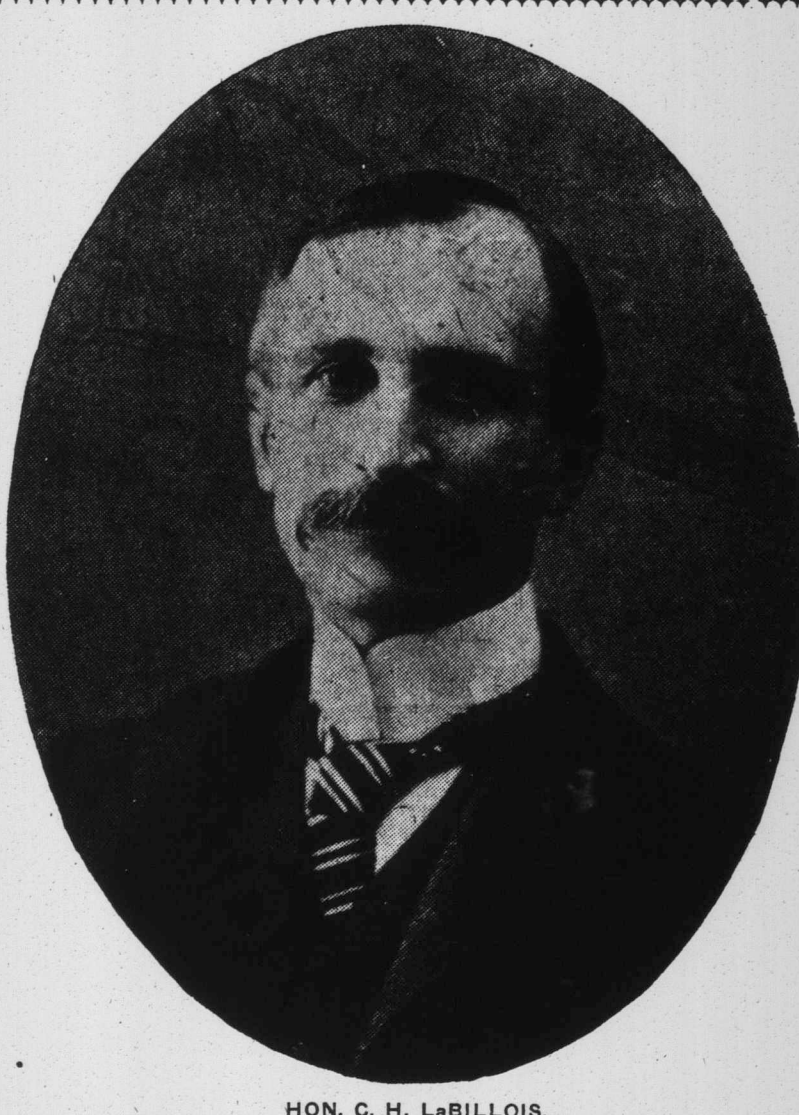
HON. C. H. LABILLOIS

Hon. Mr. LaBilloy, who was received with great applause, spoke as follows:

The time has come when the Government has to appear before the electors for the purpose of giving account of stewardship. That it will be able to give satisfactory account of what it has done since the last election no uneducated man can doubt. For its work has been done with a single eye to the advancement of the province in every line of endeavor. It is quite true that since the last General Election the Opposition have been shouting "woe and ruin" and doing their utmost to discredit the Government and to run down the credit of the province, but fortunately few people have believed them and although they are now boasting of their success and predicting the defeat of the Government, the electors of the province are still incredulous, for they remember that when the last General Election took place the leader of the Opposition positively declared that he was absolutely certain of returning twenty-seven members to the Legislature. The result was far different from this rose-colored prediction, for instead of returning twenty-seven members, only ten members of the Opposition were elected and at least six of these owed their election to causes which cannot again occur and which did not imply any weakness on the part of the Government.

The great cry of the Opposition on the eve of the General Election and indeed ever since the last General Election, has been that the Government is extravagant and is spending too much money. Yet while they raise the cry they are continually clamoring for new roads, new bridges, for larger expenditures in various directions. This parrot-like cry of extravagance appears to be the stock-in-trade of every Opposition, for when everything else fails, the enemies of the Government can always declare that they are spending too much money. This is the cry of the cheap politician and gives even more support to its services. Who is there in New Brunswick who desires a parsimonious and niggardly government? How is it possible for a Government in this province to be extravagant when there are so many claims upon it? And what man in New Brunswick has been injured by the alleged extravagance of the Government of New Brunswick? Has the farmer had the building of new bridges, the opening of new roads, the construction of new wharves and every means in which the money of the Government has been expended? No. For a man in New Brunswick has been subject to direct taxation of any kind in consequence of its expenditures. This cry of extravagance against the present Government sounds strangely when we compare its expenditures with that of the old Government which passed out of power in 1883.

When New Brunswick entered Confederation on the 1st of July 1867, it was allowed by the Dominion Government a debt of \$7,000,000 in other words, that was the sum that the Dominion Government was prepared to assume on account of this province. When all the claims against New Brunswick can be adjusted there was a net balance to the credit of the province of \$970,293. In 1869 the province received from the Dominion \$292,560 on account of eastern extensions. In 1873 we received \$1,176,681 on a readjustment of the provincial debt and \$27,992 was allowed us by the Dominion Government for various items such as the wood and oil for the Intercolonial railway which was on hand when the railway was taken over at the time of Confederation. All these items amounted to the large sum of \$2,387,527. Yet when Mr. Blair came into power in March 1883 what did he find? He found that the large sum of \$2,387,527 had all been expended and that in addition the Government had



HON. C. H. LABILLOIS.

contracted a bonded debt of \$562,000, and a floating debt of \$250,000, making a total of \$812,000, which had been expended in fifteen years over and above the current revenue. In addition to that the Government of the province owed the Dominion Government some forty or fifty thousand dollars and they had given away to a railway company 1,600,000 acres of land worth at least \$200 an acre, so that in less than fifteen years \$6,800,000 worth of money of the resources of the province had been expended over and above the current revenue.

In addition to this, the old Government passed an Act subsidizing twenty-one different lines of railway which were bonded to the extent of \$3,000 a mile. The new Government of which the present Government is the successor, could not evade the obligations thus created by the Act of Legislature passed by their predecessors, and fourteen of these railways thus subsidized were built at a cost to the province of \$1,141,200, so that the old Government in addition to expending \$6,800,000 of the money or other resources of the province, made it impossible to avoid an additional expenditure of \$1,141,200, so that the total sum for which they are responsible from the 1st of July, 1867 to the month of March 1883, amounts to about \$8,000,000. In other words the old Government expended at the rate of more than \$500,000 a year, over and above the revenue of the province and notwithstanding its large expenditure they have no permanent works to show for it and no control of proprietorship in the lines of railway which they have thus subsidized.

At the close of the fiscal year 1906 the debt of this province was \$2,310,340. If we deduct from this the \$1,188,000, which the province was in debt when Mr. Blair went into power and the \$1,141,200 for railway subsidies for which the late government was responsible, we shall find that the debt of the province chargeable to the present government since 1883, is only \$982,140. This, of course, excludes from consideration the Central Railway, which is placed at an assessed value of \$1,150,000 against the present government since 1883, is only \$982,140. This, of course, excludes from consideration the Central Railway, which is placed at an assessed value of \$1,150,000 against the present government since 1883, is only \$982,140. This, of course, excludes from consideration the Central Railway, which is placed at an assessed value of \$1,150,000 against the present government since 1883, is only \$982,140.

more will be acknowledged by every unprejudiced person and at the session of the Legislature in 1906, the leader of the Opposition and his followers voted against its being leased at a rental of 2 per cent. on \$700,000 a year. That offer was made before the recent extensive repairs were effected which have greatly increased the value of the road. For this sum, of less than \$1,000,000 of debt for which the present Government is responsible, the province has something substantial to show. Prior to the time when Mr. Blair came into power, our bridges were very perishable structures, very few of which would last more than ten or twelve years. When pine was available for their construction a wood

bridge might last twenty years, but when our pine was exhausted and spruce had to be used, ten or twelve years was the limit of the existence of an ordinary uncovered bridge. At the repairing and reconstruction of wooden bridges was a continual drain on the revenue of the province, it was thought best to build permanent bridges which would last three times as long and therefore would be much more economical in the end, although their first cost might be greater. These bridges were of three classes:—First, steel spans on masonry and concrete piers and abutments; second, covered wooden spans on cedar crib work piers and abutments filled with stone. In addition to these there were stone and earth embankments to take the place of wooden bridges in certain localities. The most costly structures were of course, the steel spans on masonry and concrete piers and abutments. Since this policy of permanent bridges came into operation the Government has constructed not less than 63 extensive steel bridges embracing 122 spans, varying in length from 30 to 310 feet and covering a combined span length of 12,975 feet or about 2 1/2 miles. Some of these bridges, such as those at Woodstock, have been very costly, the cost of the Woodstock bridge being \$150,000, and during the term of the present government other new steel bridges have been built at Buctouche, St. Mary's Reston, New Castle, Bathurst, Sussex, Albert Monton, Norton, St. George, Blackville, Ormoco, Fairville, Andover, Jacquet River, Charlo, while new permanent bridges are now being built and will be erected during the current year at Hawkesbury, Fredericton, Cocagne, Blackville, Apohaqui, Roachville, Grand Falls, Northwest Miramichi, Buctouche, Florenceville, St. Jacques, and El River. These bridges cannot be built for nothing. Of covered bridges on masonry and concrete piers, 113 have been built by the present government. These bridges cannot be built for nothing. Of covered bridges on masonry and concrete piers, 113 have been built by the present government. These bridges cannot be built for nothing.

Another favorite subject of attack on the opposition has been the guaranteeing of the bonds of the Intercolonial railway. This railway is intended to connect Campbellton on the Bay of Chaleur with a point on the St. John River, in the vicinity of St. Leonard's. The opposition leader and his followers declare that this line should not be built. They do not wish the northern part of the province of New Brunswick to share in the easy means of communication which is possessed by the southern portion of the province. The first line built across the province was in the extreme south and extended from St. John to Shediac; the next line across the province was that which recently was called the Canada Eastern and which is now part of the Intercolonial from Fredericton to Chatham.

On what ground will anyone venture to state that no other line shall be built across the province to the north of Chatham or to the north of Fredericton? It is well known that the land in that portion of the province is much superior to the land in southern New Brunswick. It is also well known that forests of this region are of the most magnificent character and that there is every prospect of the very large traffic being carried over this International railway which has not been subsidized by the province as was the case with the other railways but which has had its bonds guaranteed by the province, so that in no case can New Brunswick be a loser by the transaction, for its bonds are a first lien on the road.

The government of this province can point with just pride to the progressive policy since Mr. Blair came into power more than twenty-four years ago. Such a policy for the development of the country is one that is absolutely necessary for people cannot be persuaded to remain in a country which lags behind in the path of progress. We must make our province attractive to its inhabitants by giving them railway communication, good roads, good bridges, and everything else that is required to enable them to carry on their work on equal terms with the people of other countries. The government has recognized this fact and has acted upon it and the construction of the Central railway for the development of the coal provinces of Queens and Sunbury counties and the International railway for the development and opening up of Restigouche and Madawaska counties instead of being a cause for censure, as Mr. Hazen appears to have stated, is the strongest possible reason why the government should be sustained in its enlightened efforts to make this country more attractive. What would New Brunswick be now without its railways and shall anyone say that its railways must be confined to one portion of the province and the other portions of the province equally fertile shall not be opened up? The idea is ridiculous and could only have found a lodgement in the brain of a man whose views are so narrow that he is utterly unfit to be trusted with any responsibility in connection with the government of the province.

This province has never had a government which has been subject to such abuse and misrepresentation as has been heaped upon the present government by Mr. Hazen and his followers. Fortunately the people of this province do not take much stock in Mr. Hazen's misrepresentation and abuse. They look on him as a person who conceals his lack of knowledge and ability beneath an enormous flow of words. Some time ago he undertook to issue a statement to the electors in the form of a pamphlet showing what he considered to be the indebtedness of New Brunswick at the present time. It was clearly proved that this statement exaggerated the indebtedness to the extent of about \$2,000,000 and Mr. Hazen had to withdraw the statement and make the people believe that he was not responsible for it, but that it was emanated from Mr. Hubbard, who reported his speech and who no doubt made up the statement with the assistance of Mr. Hazen himself. How can a man be trusted with the government of this country who blunders so woefully as Mr. Hazen has done in this instance or who is so untruthful, for Mr. Hazen's blunders were either the result of stupidity or of untruthfulness. Mr. Hazen's blunders, who aspires to be the coming secretary of this province, Mr. Fleming, appears to be equally dense, for in a recent statement which he gave to the public he erred to the extent of hundreds of thousands of dollars in regard to the financial condition of New Brunswick. Of course, with this man's misrepresentation, the old plan of bragging and boasting continues and Mr. Hazen is telling upon every platform how he is certain of defeating the government and of coming into power after the next general election. He made precisely the same statements in 1903 and everyone knows how far they were from the truth. Mr. Hazen, instead of being certain of defeating the government is by no means sure of carrying the (Continued on page four)

W.H. Marquis & Co.

Grocers

Campbellton, N. B.