

THE NEWCASTLE UNION ADVOCATE

VOL 42—NO. 15

NEWCASTLE, NEW BRUNSWICK, TUESDAY, DECEMBER 7, 1909.

PRICE TWO CENTS.

INTERNATIONAL RUSHING WORK

Bad Weather Interferes With Completion of the Road. Freight Traffic Heavy.

1,000 MEN ARE WORKING

Mr. Thomas Malcolm of the International Railway, is making a determined effort to complete as much of the International Railway as possible this fall. At the present time there are one thousand men employed grading at St. Leonard's end, about thirty miles having to be completed on which much work has been done.

The long continued rain of the past three months has delayed operations very much, the contractor expecting to have had this work done before Nov. 15th.

Already eighty miles of road are in operation and large quantities of freight are being hauled over the road. This freight is principally for the lumber operations along the new road which is opening up fine lumber and farming country.—Graphic.

BATHURST

BATHURST, Dec. 2.—Mrs. J. Foley and her daughter, Bessie, were in town during the week on their way to Virginia where they will spend the winter.

Miss Loan of Belvedere, is visiting with friends here.

Miss Sewell of the Marsland Co. went to Chatham this week. Her place is being supplied in the branch here by Miss MacPherson of Chatham.

Mr. George Kent left last week for Moosejaw.

Miss Sisk is spending the week in town with friends.

The Nepisiquit Lumber Company have ordered six 130 horse power boilers for their new mill, from Messrs. E. Leonard & Sons, St. John.

Miss Fitzgerald of Jacquet River is in town this week.

Miss Lottie Devereaux has returned from a visit to friends in Dalnourie.

Mr. Albert Melanson returned on Monday from Campbellton, where he spent a few days.

Mr. and Mrs. S. Melanson celebrated in a very pleasant manner the anniversary of their marriage on Saturday evening. A number of friends were present at their home who were progressive whilst was enjoyed a recherche luncheon was served. The guests were Mr. and Mrs. H. M. Buckley, Mr. and Mrs. P. J. Veniot, Mr and Mrs. J. J. S. Hickey, Mr and Mrs J. Leger, Mr and Mrs A. Gallant, Mr and Mrs. J. J. Melanson, Mr and Mrs H. G. Peirce, Mr and Mrs H. A. Melanson, Mr and Mrs. T. Canty and Mr and J. F. Doucet.

Misses Josephine and Mary Estelle Rive of Caracquet were the guests of Mrs. H. Bishop during the week.

Mr and Mrs J. A. Morrison made a brief visit to Campbellton, recently.

WORTHITS

WEIGHT IN GOLD

Miona Has Reached a Cold Standard, Says Harry Ellis of Fergus, For Stomach Trouble.

Harry Ellis of Fergus, Ont., says: "I believe that Miona for the cure of stomach trouble, is worth its weight in gold. It cured me from a stomach difficulty that seemed to puzzle all other prescriptions and remedies. I was unable to eat, the food would ferment and form gas and make a serious pressure on my heart. There were terrible pains in the pit of my stomach, I became weak, drowsy, discouraged and later I got nervous and could not sleep or rest. This disease makes one feel like not wanting to see any human being and produces melancholy and forebodings. I was told to try Miona, and when I commenced on the first box I had hardly any faith in it, but the first two days' treatment made the pain in my stomach cease, and to make a long story short, the upshot of my using Miona was that it cured me wholly, and I now can eat what I like and I am hungry. I am an ardent advocate of the use of Miona."

T. J. Durick sells Miona Tablets, the dyspepsia remedy that is making such surprising cures throughout Canada, for 50 cents a box, guarantees them to cure, or money back.

Minda's Lotion Cures Diarrhoea.

DEATH PENALTY FOR FLYING NEAR ST. PETERSBURG

An Edict Announces That Any One Found Within Ten Miles of the Capital, or Near Any Fortress, Will be Shot.

ST. PETERSBURG, Nov. 29.—An imperial edict published today forbids the flying of any airplane or any device within a radius of ten miles of St. Petersburg, or near any fortification in Russia. Venturesome aviators who transgress this edict will be shot without warning.

Thus the Czar puts the official taboo on aviation. The new science has never found favor in Russia, and various repressive measures regarding it have been adopted.

N. B. BIG GAME SEASON IS CLOSED

FREDERICTON, Dec. 1.—The hunting season in New Brunswick was brought to a close last evening. The number of non-resident sportsmen has been quite up to the average, but owing to unusual weather conditions, and the entire absence of snow in many sections, fewer big game have a bounty on wild cats the officials of the crown land office have so far this season refused to recognize claims of this kind. He has directed that the bounty be paid upon applicants producing the necessary certificate from a game warden.

COMERCIAL MEN WANT LOCAL SLEEPER

Petition I.C.R. To Place Sleeper on Maritime From Moncton to Campbellton

WOULD BE A GOOD MOVE.

The commercial travelers in the maritime provinces are circulating petitions which will soon be presented to the I. C. R. board of management asking that an extra sleeping car be attached to the maritime express between Moncton and Campbellton. Under the winter timetable the maritime express is the only fast train between Moncton and Campbellton, and the time of its arrival and departure at Campbellton, it is claimed, is such as to make the through sleeper of little use to passengers between these points.

The train arrives at Campbellton Moncton and points east at 3:15 a. m. and coming from Campbellton leaves at 5:15 a. m. What the commercial men want is a sleeper that they could enter at Moncton, which they leave about 10 o'clock and on arrival at Campbellton have the car dropped off on a siding so that they could continue their slumbers undisturbed until 7 or 8 o'clock. In the same way if a sleeper was available at Campbellton they could enter it at night and when the east bound express came along the car would be attached and the passengers could arise at a reasonable hour.

Under the present conditions many of the travelers patronize the day coaches, rather than better with the sleeping cars, for the little time they have to occupy them.

The petitions will be presented through the Maritime Commercial Travelers Association, and they are being signed by many Campbellton people as well as the headquarters for the business in the North Shore, and if a special service was put on as they are asking for, they say it would be a very profitable investment as the through arrangements are already on the travelers would patronize it.

The petition is not being signed up the coast for the sake of attention to the petition, but a petition has been signed by many Campbellton people, and it is a special service was put on as they are asking for, they say it would be a very profitable investment as the through arrangements are already on the travelers would patronize it.

BLAME CREW OF FREIGHT TRAIN

Responsibility for Wreck at Nash's Creek Placed on Conductor and Driver of Freight.

The jury empanelled to enquire into the I. C. R. wreck at Nash's Creek when Driver Robert J. Whalen and Conductor Thompson and Express Messenger Wm. Morrison of Campbellton, returned the following verdict:—

"That under the existing rules of the road we are unanimously of the opinion that Conductor Thompson and Driver Whalen were responsible for the accident which resulted in the death of John Morton, Robert J. Whalen and Wm. Morrison at or near Nash's Creek. We wish to place ourselves on record that we are not in sympathy with the order that leaves the responsibility with train crews. We strongly recommend that a sufficient number of night agents be appointed to safeguard the travelling public as well as train crews."

(Signed)—Geo. G. McKenzie (foreman), A. G. Adams, Robert L. Duncan, Patrick O'Leary, Alex. Dilke, J. E. Asker and Daniel Richards.

EVIDENCE OF FIREMAN

COOK WAS TAKEN

A feature of Tuesday afternoon's session was the evidence of fireman William Cook, who was badly injured in the wreck, and who has since been confined to bed. The jury went to the residence of Allan Miller to take the evidence of fireman Cook, who lying in bed and replying to the coroner said he was feeling pretty well. He said he had been 12 years on the I. C. R. He remembered the trip on the night of the accident, but could not remember the accident. He recalled leaving Moncton with Driver Morton. They were a little late and some time was made up but was lost owing to a wait at Chatham Jet and Newcastle. He remembered an order received at Newcastle which was in effect they should cross No. 40, a freight special at Busby's between Bathurst and Newcastle and wait for Thompson's at Jacquet River until 2:40. He remembered crossing the freight and stopping at Bathurst. They were holding their own time when they reached Newcastle north. He did not think a stop was made after leaving Bathurst until after the accident happened. He remembered distinctly that Morton took the time of the arrival at Jacquet River.

Driver Morton Said 'We're All Right'

When making the semaphore Morton pulled out his watch and witness did the same. Morton looked at both watches and said, "We're all right." They then ran past Jacquet River. He could not remember now what his time was nor what Morton's showed but was satisfied at the time that all was right. He tried hard to remember what time it was but could not, while in the hospital for a time he could remember nothing. Then it came back to him. His mind was blank after leaving Jacquet River, he could not remember approaching Nash's Creek, or seeing an approaching light or anything being under the train, though people at the wreck told of talking to him at the time. He said he was satisfied at the time he and Morton looked at their watches at Jacquet River and all was right.

"Cook" was still very weak and could only move himself in bed by means of a long leather strap attached to the foot of the bed. His face shows signs of scars, and one leg was amputated while any severe burns cause great pain.

STATION AGENTS' EVIDENCE TAKEN

The other witness at the afternoon session of the enquiry was R. A. McMillan, station agent and operator at Charlottetown, said his hours were from 7 a. m. to 7 p. m., but on the morning of the accident he was out to put a freight special on the track but did not know the time. He could not remember whether the train was north or south and could not recall correction being made on that date.

Witness said to the coroner he never saw any train of more than two engines in 24 hours in the dark. He said he thought the freight special was at Charlottetown within five minutes before 2:15.

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DISASTROUS GALE SWEEPING CAPE BRETON

Enormous Damage to Shipping for Safety of Steamer Maud, Bound to North Sydney.

NORTH SYDNEY, N. S. Dec. 1.—The most disastrous storm since the memorable gale of 1873 passed on the Cape Breton coast last night, resulting in immense damage. It followed a series of heavy blows which has prevailed for over a week.

The steamer Maud, for North Sydney, which was ordered to remain in port, broke away from the terminal wharf and as a result three men who were on the gang-way going aboard, were thrown into the water, narrowly escaping death.

There is much anxiety for the safety of the Norwegian steamer Maud, which left St. John's (Nfld.) on Saturday for North Sydney, and has not been heard of since. The steamer Kamford, which left St. John's at the same time, arrived here yesterday. It is feared here that she was caught in the big gale. She is a steamer of 1,351 tons net register, and is owned by Tonsberg. She was built in 1907 and carried a crew of about twenty-five men.

The schooner Helena, from Bonne Bay (Nfld.) for Halifax, with a cargo of 3,000 quintals of fish has put into Chatham (Nfld.) in a sinking condition. She was caught in a gale last Friday.

WILL SUBMIT MUCH EVIDENCE

Mr. Mott Says it Will Then Be For Mr. Hazen to Decide on Action.

ST. JOHN, Dec. 2.—W. Albert Mott, K. C., who represented the crown in the inquiry held at Campbellton into the I. C. R. collision at Nash's Creek, when asked what steps would be taken in view of the verdict of the jury, throwing the responsibility for the wreck on Conductor J. H. Thompson and Driver Robert J. Whalen, said he would send the evidence and the verdict to the attorney-general and it would be for him to decide what further action should be taken.

Driver Whalen was killed in the wreck and Conductor Thompson returned to Moncton last evening after attending the inquest.

It is understood that several suits for damages are to be instituted against the I. C. R.

J. L. Ralston, of Amherst, who represented the widow of John Morton at the inquest, stated yesterday that he had been instructed to enter suit against the railway, but he would not say for what amount. It was said that the widow of William Morrison also contemplated taking action.

HEAD COOK DIES VERY SUDDENLY

Sylvanus Ellis of Stonehaven Died at Athol Cook House

ONLY ILL A FEW MINUTES

Sylvanus Ellis, who for the past two years has been head cook at the Cook House at Athol, died suddenly a short time after retiring Tuesday night.

Mr. Ellis had worked as usual all Tuesday and it was not until after he retired that he complained of being unwell and asked his wife for a drink of water. Being unable to swallow it, he asked that a doctor be summoned, but before a physician arrived he had expired.

Deceased was about fifty-two years of age and leaves a wife and family to mourn the loss of a kind and devoted husband and father, who have the sympathy of all in their sudden bereavement. The remains were forwarded to Stonehaven, Glou. Co., on Thursday morning for interment.

CURE IT IN ONE DAY

Coughs and Colds Disappear Like Magic When Hyomei is Used.

If thousands of people who suffer from hacking coughs, head aches, colds, would arouse themselves sufficiently to follow this advice, they would come to complain within 24 hours.

Here is the advice: If you take it and you are afterwards sorry that you did, it won't cost you a penny.

Go to the nearest drug store, and purchase a box of Hyomei (pronounced Hy-o-mey) ointment. It will only cost you 30.00. Take it home, use according to directions and in 24 hours you will be cured. A cold, taken 2000 and 7000, will refund the purchase price.

When you use Hyomei and you don't swallow, you are cured. You simply breathe in the soothing, penetrating, and penetrating steam through the little pocket in the box that comes with the ointment. As this medicated steam passes over the inflamed parts, the inflammation is cured, and the cold follows.

Hyomei is recommended by T. J. Durick, M. D., of St. John's, N. B., and is the only medicine that cures coughs, colds, and croup in 24 hours.

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SUITS WILL LIKELY FOLLOW

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PARLIAMENT TO ADJOURN ON TUESDAY NEXT

OTTAWA, Dec. 1.—Parliament will adjourn for the Christmas holidays on the 7th, and will resume on the 10th of January. It is expected that the French treaty will be given its third reading this afternoon, after private bills have been disposed of. In this case the Senate will probably adjourn on Friday until after the holidays.

Writs have been issued for the L'Anse-au-Loup and Dufferin by-elections to fill the vacancies caused by the retirement of Mr. A. K. Maclean to become Attorney General of Nova Scotia and the death of Dr. John Barr. Nominations are set for the 15th of this month and polling on the twenty-third.

THE MAYOR OF PHILADELPHIA

Has Good Words for the Intercolonial Railway.

Among the many recent letters received at the office of the General Traffic Manager of the Intercolonial Railway, expressing appreciation of the excellent train services, is one from the Mayor of Philadelphia, who on frequent occasions has been a traveler between Montreal and Philadelphia. In the course of his letter, the Chief Magistrate of the "City of Bells," after praising the very comfortable conditions of travel that are experienced by those who journey by the "People's Railway," expresses his sincere and hearty thanks for the courteous and attentive manner in which he has been treated on every occasion when traveling over the line. Needless to say such voluntary praise from so prominent a patron of the railway, affords great satisfaction to the Management.

W. F. Durick has married his former wife's mother, thus furnishing another solution of the mother-in-law question.

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CASTORIA

For Infants and Children.