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The Campbellton Graphic

VOL. XIV.—No. 41

CAMPBELLTON, N. B., FRIDAY, APRIL 19, 1912.

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35c PER COPY

J. & D. A. Harquail Co., Ltd.

CONTRACTORS & BUILDERS, - CAMPBELLTON, N. B.

PLANING MILL, DRY KILN, SASH & DOOR FACTORY
WHOLESALE and RETAIL DEALERS in
Building Hardware, Paints and Oils, Carpenters' Tools, Etc.

HIGH CLASS WOODWORK

Our experience in the manufacturing and drying of timber from the forest to the finished product, has gained for us a reputation for turning out work, which in quality and workmanship, is second to none. Buyers would do well to bear this fact in mind when comparing our prices with those of inferior products.

PHONE, MAIL or WIRE your orders for Window Frames, Interior and Exterior Finishings, Verandah Posts, Rails, Benches, Mouldings, Birch and Spruce Flooring, Clapboards, Sashes and Pine Sheathing, Wainscoting, Stair Newels, Rails, Balusters, Doors, Sashes, etc.

No order too large for our capacity or too small to receive our prompt attention.

SPECIAL DESIGNS FURNISHED FOR

Store Fronts, Counters, and Shelving, Church Windows, Altars, Pulpits, Pews, Office and School Furniture.

FREE DELIVERY TO ALL PARTS OF THE TOWN.

SPECIAL

Dry Spruce Scantling, 2x3, 2x4, 2x5, 2x6, 2x7, 2x8, 2x9.
DRY SPRUCE LATHS.

J. & D. A. Harquail Co., Ltd.

S. S. TITANIC CRASHES INTO ICE BERG AND OVER 1600 LIVES ARE LOST IN TRAGEDY

S. S. Carpathia with Rescued Reached New York Last Night.—Pathetic Story of Disaster as Told by the Rescued

C. M. HAYES OF G. T. R. AND OTHER PROMINENT CANADIANS LOST

MR. LABILLOIS ASKS INFORMATION

Answers to Queries Regarding
Steel Bridges in
Existence.

NO PAINT FOR YEARS

In reply to some pertinent questions Hon. C. H. LaBillois received the following answers to his queries:

1. How many steel bridges exist in New Brunswick?

A. Seventy-seven.

2. How many steel structures have been repainted since March, 1908?

A. None.

3. How many were repainted during 1911?

A. None.

4. Has the chief engineer been instructed to examine any of the steel structures in view of the condition of corrosion setting in? If so, how many did he examine during 1910 and 1911? Did he make any report to the chief commissioner? If so, what was the nature of such report?

A. The chief engineer was never instructed to make any direct examination of the steel structures throughout the province with a view of making a direct report relative to corrosion conditions; but he has on various occasions when dealing with repairs generally to such structures mentioned the advisability of an appropriation being made to meet the metal preservative attention required generally to this class of structure.

5. How much money has the province invested in steel superstructures or near about?

A. See board of works reports of previous years.

6. Is the Government aware of the great loss sustained by other provinces by neglecting the painting of steel bridges?

A. No.

BOOM COMPANY'S ANNUAL MEETING

List of Directors Appointed—Shives Company for the Drive.

BOARD RE-ELECTED

The annual meeting of the Restigouche Log Driving and Boom Co., was held in the offices of the company on March 26th, when, after hearing reports, the following directors were re-elected for 1912: D. E. Richards, W. F. Napier, W. H. Miller, A. H. Hilyard, D. C. Champoux. In the directors' meeting, which followed, D. E. Richards was appointed President and M. A. Kelly, Sec'y-Treas.

The driving of the Restigouche river from the mouth of the Kedgewick to the boom limits was given to the Shives Lumber Co., Ltd., whose tender for same was lowest.

(Special to the Graphic)
NEW YORK, April 19.—The Titanic disaster as written into history today by many of the 639 survivors, accounts for the loss of 1595 persons at sea, off the Newfoundland banks early Monday morning and the subsequent death of six persons who had been rescued, bringing the total of lives lost up to 1601.

These official figures magnify greatly the estimates which had come by wireless and make certain that the disaster is the greatest that ocean travel has ever known.

The Carpathia landed the survivors here last night. Practically the only women not saved were those who chose to die in their husbands' embrace. Nearly all the survivors saw the Titanic sink and heard the band play, "Nearer My God to Thee," amid the shrieks of those whom the sea claimed as the vessel sank in two thousand fathoms.

The Titanic struck an iceberg about ninety feet high, which ripped the sides open and made the water-tight compartments useless. While the vessel was gradually sinking, the icy water reached her steaming boilers, causing an explosion which sent her to the bottom. The liner rushed upon a submerged iceberg on a clear night, about 10.30 o'clock. The shock was so light that people playing cards in the smoking room continued their game. Once the women had been assured that there was no danger, the greatest difficulty was found getting them into the boats. Many had to be thrown overboard, loss of life ensuing, while in other cases boats were lowered half empty. Five of the steerage passengers who escaped, died from exposure before they were picked up by the Carpathia. The Canadians lost are Charles M. Hayes, Thornton Davidson, Montreal; Quigley Baxter, J. Hudson Allison, Mrs. Allison and daughters, H. Markland Nelson, Vivian Payne, J. R. Levy, all of Montreal; Dr. Pain Hamilton, Hugh Ross, Toronto, and Mark Fortune, Winnipeg. The Canadians saved are Mrs. C. M. Hayes, Mrs. Thornton Davidson, (Mrs. Hayes' daughter) Master Allison, Mrs. Douglas, Mrs. James Baxter, Miss Alice Bowerman, all of Montreal; Mrs. J. G. Hogabin, Toronto; Major Arthur Peuchen, Toronto; Miss Alice Fortune, and Mrs. Mark Fortune, Winnipeg.

Major Peuchen was the last man on the Titanic to say good bye to Charles M. Hayes after assisting the members of the crew in filling up the first five boats. The major, an experienced yachtman was assigned by the second mate to take charge of boat No. six. Hayes said good bye.

Mr. Hayes had no idea according to Major Peuchen that the ship would sink as soon as it did but believed that help would be at hand sufficient to care for all before the vessel went down. Mr. Hayes thought the steamer would float for eight or nine hours. Mrs. Hayes and daughter reached Montreal this morning. They said they never expected the ship would sink until all were saved and parted from their relatives without even kissing them good bye. There were heart-rending scenes at the docks as the passengers came ashore from the Carpathia and waiting friends found there was no hope of their missing ones.

The whole world was startled on Monday morning to receive word that, according to wireless dispatches received, the Titanic, the

largest ship afloat struck an iceberg on Sunday night in lat. 41.16 N, long. 50.14 W, and that several vessels were alongside rendering assistance.

The next word received was from the Olympic, a sister ship to the Titanic and one of the vessels which hurried to the assistance of the stricken ship, that the Titanic had foundered at 2.20 a. m. Monday morning and about 675 were saved, crew and passengers, the latter mostly women and children. These were on board the Cunard Steamer Carpathia making for New York.

The place where the Titanic sank, according to an official of the marine department, is about five hundred miles from Halifax, and the water at that point about seventy miles south of Grand Banks, is at least two miles deep. It is midway between Sable Island and Cape Race, and in line with those dangerous sands, which, however, might have been a place of safety had there been time to run the Titanic there and beach her on the northern side.

After the first desperate calls of the Titanic for help had been sent flying through space and brought steamers for hundreds of miles around speeding to the scene, what seems to have been an impenetrable wall of silence was raised between her and the anxious world. The giant liner, so far as advices appear, went to her fate without so much as a whisper of what must have been the scenes of terrific tragedy being enacted on her decks. In the lack of even a line from a survivor, imagination pauses before even trying to conjecture what passed as the inevitable became known and it was seen that of more than 2,000 human lives with which she was freighted there could be hope of saving, as it appear, far less than half.

The Titanic was insured at Lloyds for \$5,000,000, according to advices from London and it was said that the International Mercantile Marine Company also carried a surplus fund for insurance purposes which could be applied to the loss. The cost of building the great liner has been estimated at \$10,000,000, although Vice-President Franklin, of the White Star line, insisted tonight that her value was not over \$8,000,000.

The total monetary loss caused by the sinking of the ship, however, will, it is certain, run into many millions more, but the total amount cannot even be conjectured. It is generally understood that the vessel had aboard diamonds of great value, estimated as high as \$5,000,000, and also a large amount of bonds.

TOWN ELECTIONS HELD TUESDAY

Small Vote in Both the Contested Wards—D. A. Stewart leads the Poll.

THE NEW COUNCIL

The elections for councillors for Wards Two and Three were held on Tuesday in soft, disagreeable weather. Four candidates appeared in Ward Two for two seats and three in Ward Three for two seats. The polling was very light and at no time was there a rush to vote. Councillor Max Mowat was defeated in his ward but Councillor White survived, tying with Thos. Ellsworth in the number of votes. The polls closed at four o'clock and the Town Clerk announced the results.

WARD TWO

D. A. Stewart 83.
S. Laughlan 74.
M. M. Mowat 71.
A. C. Belle-Isle 62.
D. A. Stewart and S. Laughlan being declared elected.

WARD THREE

John White 52.
Thos. Ellsworth 52.
Chas. A. Goss 41.
John White and Thomas Ellsworth were declared elected.

After the declaration of the poll dissatisfaction was expressed, with the official ballot which is used in Town elections, many voters making a cross on their ballot the same as for the Dominion election, but which was the cause of a number being spoiled. At the same time, however, it might be pointed out that a ratepayer, if asked to vote for two representatives and only votes for one, is not doing his duty to the town, and if an election is called for two seats the ballot, which only votes for one, should also be called a spoiled ballot.

The new Council was sworn in on Wednesday afternoon by His Honor Judge McLatchy. All the Councillors were present excepting Dr. Pinault, who was engaged at his profession. The following compose the new Council:

Mayor, F. M. Murray; Councillors for Ward I, H. Lunam, M. D., and L. G. Pinault, M. D.; Ward II, D. A. Stewart and S. Laughlan; Ward III, John White and Thos. Ellsworth; Town, W. H. Miller and Charles A. Alexander.

The first meeting of the council will be held on Monday evening.

PUBLIC NOTICE

There will be sold at Public Auction on the premises on the corner of King and Queen St. in the Town of Campbellton, all the right title and interest of Richard Smith in a certain carriage factory and premises consisting of a leasehold lot, together with the buildings and including the machinery and stock in trade, on Tuesday the twenty-first day of May next at the hour of two o'clock in the afternoon.

A full description of the property can be obtained from the undersigned.
JAMES E. STEWART
April 19th—4in. Assignee

FOR GOOD SHIRTS



Just drop in here
and see our new

SPRING STOCK

We really consider
them about the
smartest line we've
been able to offer.

Shirts with laundred cuffs, single and double soft cuffs, with outing collar and tie to match with Reversible Collar in Hager and Star brands which are their best recommendation.



FERGUSON BROS.

MEN'S AND BOY'S CLOTHIERS.

Late for Classification

ARM FOR SALE
m situated in Dundee, about
om Campbellton, comprising
as more or less, of which abo
re under cultivation. House
houses are in good condition.
For particulars
Apply to,
HENRY GOUDIN
10—5ins. Campbell



ELECTION NOTICE

Notice is hereby given
Court for the nomination
lates for Mayor and Council
e Town of Campbellton
d before me on the 9th day
instant, more than the requi
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illors for Wards Two and
were duly nominated, nam
Councillors for Ward Two
well M. Mowat
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Councillors for Ward Th
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s. Ellsworth
s. A. Goss
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Vard Two and Three on
SDAY, APRIL 16TH, 1912
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Two: At the Town Cou
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Ward Three: At Edw
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dates having the greatest
votes to be duly elected.
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10th day of April, A. D., 191
JOHN T. REID,
Town Clerk

Store.

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