

The Campbellton Graphic

CAMPBELLTON, NEW BRUNSWICK, THURSDAY, AUGUST 20, 1925.

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PREMIER VENIOT MAKES STATEMENT

Government Development of Waterpowers Will (Be Continued)

Fredericton, Aug. 15th.—Premier Veniot before leaving for his home in Bathurst, Friday evening issued the following statement to the public touching upon the election of Monday last, the defeat of his Government and the advent of a new administration to office:

The electors have spoken and we humbly bow to the will of the people. The out-going government have striven during eight years to inaugurate such policies as would meet the requirements of the times. The development of our water powers with the object of bringing back to our province renewed industrial activity and establishing a home market for our farmers, did not receive that support which it deserved. I am still convinced that the real solution of our industrial depression depends on the development of our water powers by the government, and hope the incoming administration will be sufficiently strong to carry out this policy and not permit such a valuable asset to fall into the hands of corporations whose sole object will be a development in the interest of a few to the detriment of the people in general.

Tax Reduction.
The new government will now have ample opportunity to lessen the burdens of taxation so frequently promised by their candidates. I do not envy them their task in this respect because my knowledge of the administration of provincial affairs, convinces me that provincial governments cannot give relief in this direction unless municipal administration undergoes a very radical change.

Still Against Stampage Changes.
The result of the election has not changed my opinion in the matter of the demands for relief made on the government by the Lumbermen's Association. I still consider these demands unwarranted and that in the interest of the Province they should be resisted.

Thanks Friends.
I wish to thank the friends who stood loyally by the government, and while I regret the result and feel the defeat was not deserved, especially in view of the lack of any constructive policies on the part of our opponents I am not sorry to be relieved of a very heavy responsibility. The new government has now a free hand to carry on the affairs of the province; and the new Premier can rest assured that I will always be willing to cooperate in any policy that in my opinion will be to the benefit of the people in general, but will resist to the utmost any movement that will have the appearance of class legislation.

Confidence in Province.
I have the utmost confidence in the resources of our province, and am convinced that New Brunswick can be placed in the fore ranks of industrial progress, but to accomplish this, the government must not be controlled by any group of men who seem to view such matters only in the light of personal interest.

(Sgt) P. J. VENIOT.
Fredericton, August, 14, 1925.

MAILING LETTERS ON TRAINS
Travellers on trains who wish to post letters should do so by depositing them in letter boxes located at railway stations. If a mail car is attached to the train, the letters can be dropped into the receiver of the mail car, or handed to the railway mail clerk when it is possible to do so while the train is at the station. Letters handed to railway employees for posting are subject to delay, due to the fact that it is not always possible for railway employees to transfer these letters to the railway mail car until the train has passed the office of destination, or in time to be included in the mails made up for destination. Letters handed to railway employees do not become post letters until they are actually placed in a letter box or handed to a post office employee, and until they are actually posted, no responsibility rests with the Postal Service in the event of their being lost or misdirected.

"Take my friend Jenkins," said the husband. "Now, he has lovely ideas about marriage. He believes that a wife should always give in to her husband, and—"

"Does Mrs. Jenkins agree with him?" interrupted his wife.

"He's not married yet, dear," answered the husband.

Says Development Of Gaspe Coast Resources Depends On Citizens

Merchant Changes Former Opinion And Declares That Only After People Have Done Their Part Will Outside Capital Be Available—The View Of A New York Business Man—The Railways Are Not To Blame—More Energetic Effort Needed.

About a year ago a prominent merchant of the Gaspe Coast expressed the opinion to the writer that the increasing popularity of the Peninsula as a vacationland for summer visitors would ultimately lead to the investment of capital there and the development of some of the resources of that territory. Since then he has changed his views and now points out that it is clearly up to the people of the coast to take the initiative. They must investigate these resources, secure conclusive proof that they offer real investment opportunity and then make these facts known through the proper channels. When this is done it will not be hard to secure abundant capital.

Even a limited knowledge of this matter leads one to believe that the people of any country, shown that they have faith in what they term "industrial opportunities," they expect outsiders to come in and spend thousands of dollars in experiments.

Urges More Effort.
This same view was recently expressed by a prominent business man from New York. He declared that the progress being made in the development of the Gaspe Coast was not worthy of the rich resources of the peninsula. He pointed out that it was up to progressive citizens of the territory to display more initiative and more faith in their country. "You cannot expect strangers to come in here and undertake costly experiments until you have taken the lead. You must find out definitely what you have to offer the men with capital in order to attract them. Your public men should show more activity in this respect. There must be more effort put forth if any real progress is to be made—and there must also be leadership. It is clearly the duty of your public men to direct this work."

All of which from a disinterested party from another country contains much food for thought. In his remark about leadership, he has made a pertinent suggestion. No one would be willing to charge the public men of the Coast with negligence in this matter but at the same time no one can point to any outstanding achievement on their part in recent years in connection with the industrial progress of the peninsula. Efforts have doubtless been made but these efforts have apparently been too spasmodic and not sufficiently persistent to bring about much success. There must be a closer study of conditions and present needs coupled with greater perseverance and more energy if any notable progress is to be made.

Railway Not To Blame
One point at least can be made clear even in a brief discussion of this subject. The railways of the coast, which have all too often been the target for misfortune in that territory, are not to blame for lagging progress. Like many others the writer at one time thought they were largely responsible but an investigation revealed the facts and proved us in error.

The railways of the coast are now giving the business interests and the general public of the peninsula a service which is even better than business warrants. With industrial conditions as they are it is a wonder that they have been able to continue even on the standard of a few years ago. But in spite of this fact the service has not only been maintained but has been steadily improved. And there is no doubt but that when more business is created for the railroads through the development of the country's resources, the railway service will be improved to a still higher standard.

Should Co-operate
It is, perhaps, impossible to prescribe a definite remedy for the evident lack of progress in regard to industrial development of the coast. The question is a complicated one, with many possible obstacles to be considered. But one thing is certain, little will ever be accomplished if outsiders are depended upon to exploit our opportunities. There must be more sustained effort to prepare the needed capital and in this work, public men, municipal councils and other representative bodies should co-operate. In the past, certain requests from the government have not always received the thorough consideration they apparently deserved. If these requests were made a little more impervious through vigorous co-operation much better results would probably ensue.

My advice to pedestrians is to look up and down and behind, before crossing any street. Avoid idling in front of machines, realize that the longest line of traffic seldom takes more than thirty seconds to pass and that it is better to lose thirty seconds than a leg. Even the habitually careless automobile driver will have trouble in fanning you if you take the slight amount of care necessary to protect yourself.

Just plump your faith of humanity tank with the Golden Rule and see how it works out. Take a chance and give the other fellow the right of way, even when it doesn't belong to him, or give him the "go-ahead" signal. It's a hundred-to-one shot that he'll grin and wave for you to go first. But the moral effect will cause him to watch out for the next that will make this other chap feel good. Once such a system is started there won't be any end to it and the roads will be a wonderful place to ride on until along comes some bird who has no place to go and wants to get here in a hurry, and then—it is all off. All off, unless you realize that sooner or later this bird will run up against a snag which will necessitate some extra yards of gauze and a couple of doctors. In other words, do your best to make driving safer and the law of average will take care of the rest.

COMPLAIN OF QUEBEC ROADS

Tourists Here Say Roads Down Gaspe Coast and to River du Loup Bad.

It is useless for private citizens and business firms to advertise the Gaspe Coast, and the Campbellton-River du Loup highway through the beautiful Matapedia Valley, unless something is done to improve the roads in these districts.

Tourists arriving at Campbellton, who came down the Matapedia Valley are loud in their praise of the beautiful scenery, but say "never again" until the roads are put in better condition. The road from Mont Joli is almost impassable.

If hotel keepers and others interested are to benefit by the travel they will need to press hard for road improvement.

Nearly the same complaint has been heard of the road down the Gaspe coast. Tourists who have been down that section state they will not visit the coast again, and they will advise their friends not to until the road are put in good shape.

All are unanimous that the natural attractions in the way of scenery, fishing etc., are equal to any in eastern Canada but motor parties will not put up with the discomfort of bad roads when there are so many other places of interest to visit.

We sincerely trust that a determined effort will be made to improve these two great tourist routes.

MAY BRIDGE CHANNEL.
A bridge across the English channel is the latest and most startling suggestion from a French engineer. His plan is to build it in the form of two rows of piers separated from each other by some three hundred metres, the intervening space providing a sheltered channel where ships could cross between England and France in smooth water. Each side of the bridge would be in two stories, the upper storey thirteen metres wide, with a roadway, and the lower storey with two rows of tracks. The bridge could cost something over three hundred and fifty million dollars, according to one time railway, railway and shipping estimates and would provide safe ship route.

Several Reasons Given on N. Y. Exchange, Among Which is Great Increase of U. S. Tourists in Dominion
New York, Aug. 12.—Confidence of United States capital in the Dominion, optimistic predictions for the New Canadian financing, prospects for an excellent crop, large United States increasing in Canada, and heavy expenditures by United States tourists in the Dominion, were some of the reasons offered by financial experts here tonight, for the consistent advance in value of the Canadian dollar on the New York Exchange.

MUNICIPAL ELECTIONS
The elections in the different parishes to elect county councillors will be held on Tuesday, Sept. 1st. Nominations must be in by Saturday, Aug. 29th.

CANADIAN WHEAT CROP ESTIMATED
Ottawa, Aug. 10.—The Canadian wheat crop for 1925 was estimated in a report issued by the Bureau of Statistics here late this afternoon at 375,404,000 bushels. Last year's yield was 262,097,000 bushels. A total yield of 446,237,000 bushels was compared with 405,976,000 last year, is forecast.

Today the Canadian dollar stood at a premium of 3-22 net. Arrivals for the single day at Max, has been on a par with the United States dollar at present rates. Exports pointed out that trade statistics here late, this afternoon at 375,404,000 bushels. Last year's yield was 262,097,000 bushels. A total yield of 446,237,000 bushels was compared with 405,976,000 last year, is forecast.

HISTORIC RELIC BACK TO QUEBEC

Shield of Ancient Kings of France Carried Away in 1759

Quebec, Aug. 17.—The shield of the ancient Kings of France which had been fixed over the gates of Quebec city at the time of the English conquest of Canada and which, taken from its place by the soldiers of General James Wolfe following the battle of the Plains of Abraham in 1759, had been conveyed to England by General Murray, the British governor of Canada and presented to the town of Hastings, England, of which General Murray was a citizen, has been restored to the ancient capital of the Dominion.

On Saturday Hon. P. C. Larkin, Canadian High Commissioner to England, who had received the shield on behalf of Canada at a ceremony in Hastings on July 16, returned to this country bearing with him the trophy that had been carried away one hundred and fifty-six years.

As a compensation to the town of Hastings for their own loss and in recognition of their act in returning the escutcheon to Quebec, Hon. Mr. Larkin, had, at the ceremony on July 16, presented to W. J. Fellows, Mayor of Hastings, a replica of the original. The proceedings on Saturday were characterized by little formality. It had been arranged that appropriate celebrations should accompany the receipt by Quebec of the ancient shield, but due to the intervention of unavoidable circumstances the celebrations were postponed until next month. Present however, yesterday, was the prime minister, Rt. Hon. W. L. Mackenzie King, who had travelled from Ottawa to welcome Mr. Larkin.

Presenting the shield to Mayor Sampson of Quebec, Hon. Mr. Larkin impressed upon the people of that city the great value which the town of Hastings had attached to it. At first they had been unwilling to part with it, but eventually reconsideration from that attitude the town council of Hastings had brought about a decision to return the trophy.

BE FAIR WITH EACH OTHER
"Hey," yelled the motorist to the pedestrian whom he had just knocked down and run over. "Take a look at my brakes and see if they're dragging, will you?"

Somewhat overdrawn, possibly, but any pedestrian will tell you that he wouldn't put it above an automobile driver to do such a thing. And the motorist, himself, would say: "Why don't those birds watch their step, do they think that we are mind readers?"

Right here is the whole situation—lack of courtesy.

Does the pedestrian thank the motorist who throws on his brakes and allows him to cross safely from the curb and catch a trolley that is set him to the train on time? Yes, we have no bananas! Does the automobile driver wave acknowledgment to the pedestrian who goes out of his way to make things easier when the car driver is trying to cross a congested street? No, he does not! Consequently both driver and pedestrian are to blame and a little courtesy would aid them to shield the public from preventable traffic accidents.

My advice to pedestrians is to look up and down and behind, before crossing any street. Avoid idling in front of machines, realize that the longest line of traffic seldom takes more than thirty seconds to pass and that it is better to lose thirty seconds than a leg. Even the habitually careless automobile driver will have trouble in fanning you if you take the slight amount of care necessary to protect yourself.

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