

PAGE

SPACE TWO

THE CAMPBELLTON GRAPHIC, CAMPBELLTON, NEW BRUNSWICK, THURSDAY, SEPTEMBER 14, 1916

AFTER SIX YEARS OF SUFFERING

Woman Made Well by Lydia E. Pinkham's Vegetable Compound.

Columbus, Ohio.—"I had almost given up. I had been sick for six years with female troubles and nervousness. I had a pain in my right side and could not eat anything without hurting my stomach. I could not drink cold water at all nor eat any kind of raw fruit, nor fresh meat nor chicken. From 178 pounds I went to 118 and would get so weak at times that I fell over. I began to take Lydia E. Pinkham's Vegetable Compound, and ten days later I could eat and it did not hurt my stomach. I have taken the medicine ever since and I feel like a new woman. I now weigh 127 pounds so you can see what it has done for me already. My husband says he knows your medicine has saved my life."

Mrs. J. S. BARLOW, 1824 South 4th St., Columbus, Ohio.

Lydia E. Pinkham's Vegetable Compound contains just the virtues of roots and herbs needed to restore health and strength to the weakened organs of the body. That is why Mrs. Barlow, a chronic invalid, recovered so completely. It pays for women suffering from any female ailments to insist upon having Lydia E. Pinkham's Vegetable Compound.

"Paw, what's the longest period of time?" "From one pay-day to the next."

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One cozy living room with open fire place, with bedroom adjoining. Furnace heat. Rent reasonable. Apply to M. Care Graphic, Sept. 13-2 w.

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On Tuesday night, Sept. 12th, a grey and black mackinaw. Finder should convey a favor by leaving same at Graphic office or with Roy M. MacLean, MacMillan Terrace, Sept. 13-1 pd.

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Flat conveniently situated on Water Street to let, supplied with hot and cold water, bath, set tub, etc. Apply to M. P. MOORES.

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A heavy work horse, five years old, weight 1330. Sound, kind and well broken. Also a mare, weighs 1350. For particulars apply to D. G. STEWART, Dalhousie, Aug. 31-4 pd.

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A small farm location, preferred on the road between Campbellton and Dalhousie. O. SMITH, Campbellton, Aug. 31-1 tf.

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A teacher with diploma and experience. Highest salary paid. Apply stating salary and previous experience to R. AYLETT, Secy. Treas., Aug. 31-4 pd. Matapedia, P. Q.

FOR SALE
A fat sow pig for sale. Also Ayrshire bull, 4 months old, registered. Apply MRS. SARAH BROCHET, Matapedia, P. Q.

FARM FOR SALE
Farm of 90 acres at Belledune River, good house and barn, water in both. Orchard. Stone throw from school, beach, etc. For particulars apply to STEPHEN GREY, Belledune River, N. B. Aug. 10-6 pd.



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BRITISH AND FRENCH MINISTERS HOLD CONFERENCE

Consider the Most Effective Method of Employing Joint Military Resources

London, Sept. 9.—Satisfactory conclusions were reached at a series of conferences held this week between the French and British ministers of war and ministers of munitions, says a British official statement issued this afternoon, regarding the most effective employment of the joint military resources of France and Great Britain.

The officials statement says:—A series of conferences has been held this week in Paris between the French and British ministers for war and munitions. David Lloyd George (British war secretary) and Edwin Samuel Montagu (minister of munitions) were accompanied by representatives of the war office and the ministry of munitions and by the officers from the staff of General Douglas Haig (commander in chief of the British forces in France).

An interchange of views took place as to conclusions to be drawn from the recent military operations. Measures were discussed for the most effective employment of the joint military resources of France and Great Britain and satisfactory conclusions were reached. The minister of munitions has returned to England.

Dean Hole, who was the pioneer of horse shows in England, was fond of telling this story:

At Cambridge a horticultural show was suddenly invaded by a host of sweet girl graduates. "Madam!" said an executive to the lady in whose charge they came, "may I point out that this is a school for horticulture, not a school for husbandry?"

"The pen is mightier than the sword," remarked the earnest citizen. "That used to be the case," replied Mr. Chuggins, as he wiped his hands on his hip pockets; "but what counts now is a monkey-wrench or a pair of pliers."

Chaufeur—I can't get this 'ere tail-light to burn, sir. Country Doctor—Oh, never mind, we're only going home, and I've got the constable safe in bed with lumbago!

Announcement

I have been appointed by the International Harvester Machinery Co. of St. John to represent them in this district in place of Mr. A. C. Belle Isle, and will carry a complete line of all kind of farm implements etc.

As I have a large stock always on hand it will pay intending purchasers to look over the machines and get prices and terms before purchasing elsewhere.

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HARDWARE MERCHANT 108 BURY ST. OPP. SUBWAY

QUEBEC BRIDGE CENTRAL SPAN MEETS WITH A SECOND DISASTER

It Falls at the Very Moment of Seeming Success is Being Hoisted. Hurled Ninety Men into St. Lawrence River, of Whom 11 Are Missing.

A report given out by the St. Lawrence Bridge Company on Monday evening placed the number of men killed or drowned at eleven.

Quebec, Que., Sept. 11.—The central span of the Quebec Bridge which was being hoisted 150 feet from the St. Lawrence into position this morning, collapsed at 10:30.

Quebec, Sept. 11.—The central span of the Quebec bridge, which was being raised 150 feet from the river St. Lawrence this morning, collapsed when it was about 15 feet in the air and dashed into the river. The span weighs 5,000 tons. The loss of life will be heavy.

The span was towed out from Silvery Cove, where it had been constructed, to the bridge site this morning. It was safely lifted from the pontoons amidst great excitement and much whistling by the hundreds of river craft gathered to see the raising, the greatest effort in bridge building history. The pontoons were removed from under the span, which was proceeding upwards on its journey.

Everything pointed to a most successful enterprise, right and steady, with a ripping noise from one of the girders holding the span at its northern corner, the span dropped into the stream at one end. The remaining jacks held the mass of steel for a few seconds, while frantic efforts were made to get a chain rope around the tottering beam. With reports like shells exploding the remaining supports snapped and the span fell with a mighty splash in the river and disappeared in the two hundred feet of the channel.

Men working on the span itself were seen to jump into the stream. Boats were at once rushed to the spot and several were picked up.

It was estimated there were 90 men on the span. The two arms of the bridge which was to be connected by the span were not disturbed by the collapse. Arrangements were at once made to send down divers to see if the ships' channel had been blocked, and to see if it would be possible to raise the span.

Engineers who saw the collapse expressed doubts as to whether it would be practical to get the span up again. Quebec, Sept. 11.—The collapse of the bridge happened just at a moment when steamers were hooting loudly, acclaiming the progress being made. Several men on the extreme height of the bridge, pikes compared with the giant structure, were seen to be bowing acknowledgment. Some onlookers claimed two of these men overbalanced when the break occurred and fell into the river.

Dozens of women on ships and on shore shrieked and a number fainted when the break came. Since the adventure began this morning the onlookers were kept up to the highest pitch of excitement by the obvious danger of the enterprise.

First reports of survivors gave the number of dead at 36 to 20.

The St. Lawrence Bridge Company, which was constructing the bridge, promised a statement of the number killed as soon as it could obtain one by a roll call of the men on the span.

A first estimate given by the bridge company at noon placed the number of dead at 25.

The engineers in charge of the elevation thought that once the span was lifted from the pontoons the jacks would have held it until it reached the roof of the bridge above. An onlooking engineer said that apparently one corner gave way and the strain on the span itself was too great, because it appeared to break in the centre as well.

L. S. O'Dell, Montreal, who was in a launch, near the bridge, said the span buckled near the centre. He thought the wreckage dropped on a small launch passing underneath at the time.

H. P. Borden, a member of the Quebec Bridge Commission, gave it as his belief that the loss of life would not be more than three.

Among those who were in the immediate vicinity of the bridge when the centre span collapsed was M. L. Oumet, Montreal, who was taking moving pictures of the work when the accident happened. He says:

"We were in a tug, close to the central span, when I heard something like the snapping of a huge cord. I looked above and saw the south end of the span bend, then totter towards the south shore. Men were falling off the works like coal out of a van and I also saw a group of men who were on the anchor span and who were knocked off by the flying debris.

"Some of these were picked up, while a score of small vessels and other craft rushing to the scene, succeeded in securing the men we saw struggling in the water."

Only five or six survivors were picked up after the span fell.

The fleet of launches and tugs gathered below the bridge site came swiftly to the rescue, but only a few rescués could be effected.

The cause of the accident has not been officially stated. Of scores of spectators who described the terrible scene, the stories agree that the failure of one of the hydraulic jacks was responsible, the sideways strain trou-

ght too great stress on the span, and the steel gave way.

The Hon. G. P. Graham, Minister of Railways When the Work Was Undertaken, Chats About This Greatest Enterprise.

(Montreal Herald)

Yes, I am very much interested in the success of the completion of the Quebec Bridge," said Hon. Mr. Graham, this morning, when seen by The Herald at his office in the New Birk Building. "I deeply regret that an engagement made some weeks ago, will prevent me being present on Monday morning next when the centre span is to be floated into position. It must not be forgotten that this is the most gigantic project of its kind ever undertaken in the world, and the responsibility of all concerned with it has been very great."

"After the accident which destroyed the first bridge being constructed, the Government of Sir Wilfrid Laurier decided to undertake reconstruction, and the task was allotted to the Railway Department, of which I had become the head but a few days previous. M. J. Butler, C.E., was deputy minister and chief engineer, and a most capable man he was. The department first appointed a commission thoroughly to examine the fallen structure and to make a report thereon. The gentlemen comprising this body were very eminent men: Henry Holgate, Prof. J. G. G. Kerry, of McGill, and Dr. Galbraith, of Toronto University. Their report was so instructive that a copy of it was asked for by practically every prominent seat of learning on the continent."

"After a good deal of thought and discussion, and with the advice of Mr. Butler, I recommended to council that a commission be appointed, in whose hands would be placed this mammoth undertaking, the Railway Department and the Government, of course, to be wholly responsible. The commission named was composed of H. E. Vautelet, chairman, of Montreal; Ralph Modjeski, Chicago, and Maurice Fitzmaurice, chief engineer of the County Council of London, England. Each of these was a very strong man, both in his personality and in his profession. After studies lasting about a year, Mr. Fitzmaurice resigned, for reasons given in a letter. Under the conditions existing, it was not easy to secure a successor as it had become evident that it was almost impossible for the members of the board to agree. Mr. Charles McDonald, formerly of Ganouque, Ontario, but for many years one of America's leading bridge engineers, was induced to go on the board until such time as a contract had been signed. It had been agreed by the commission that tenders would be asked not only on the design prepared by the chairman, but that any company tendering could present a design of its own, which, if thought wise, would be adopted."

"Tenders were received, if my memory serves, from one company in Germany, one in England, two in the United States and from the St. Lawrence Bridge Company, the last named being a union of two strong Canadian companies. The latter presented several alternative designs, as well as tendering on the design of the Board's chairman. It was no easy task to decide what ought to be done under the circumstances, but, in order that no mistake might be made, several prominent engineers were consulted. In addition to Messrs. Vautelet, Modjeski and McDonald, Messrs. Hodge of New York and M. to undertake reconstruction of the Dominion Steel Works, were called in for consultation as to what tender ought to be accepted and what design approved. As a result, four out of five of these prominent engineers advised that the design of the St. Lawrence

that considers the natural needs of the human foot—not just one perfect foot—but all kinds of feet.

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Local

Notes of

WOUNDED SOLDIER
Two trains of wounded soldiers passed through here Tuesday night.

FEVER CASES REPORTED
A number of cases of typhoid fever have been reported during the week.

ONE TODAY
Frank Brown, of Dalhousie, only new recruit here this morning with the 9th Siege Battalion.

KILLED IN ACTION
In Saturday's casualties list appeared the name of W. C. Toronto. It is thought this was Campbellton boy, son of Riddell.

REPORTED WOUNDED
Major Rev. Geo. Wood, minister of St. Andrew's Church, now Ensign's Chaplain, who had just left home, has been seriously ill, has been in the leg and is again in hospital.

RED CROSS SUPPLY
The young ladies of the 1st Club will hold a supper in the Cross Rooms, Friday evening 15th, from 4.30 to 8. Tied Ice cream and candy will also be served.

FULL OF FRANKS
A train of soldiers passing here Sunday morning, many of them were very lively about the upper end of the crowd commandeered a g of milk. Eleven gallons were Others commandeered carriages and went sixteen.

WOMEN'S INSTITUTE
The regular monthly meeting of the Campbellton Women's Institute will be held in their rooms, Monday evening 18th, at 8 o'clock p. m. Entertainment, and the pl members are urgently requested.

AGAIN CHANGES MADE
As announced in a previous issue, the Robertson Hotel was taken over by W. G. Fenwick, who disposed of the property to Mr. Anderson. Andrew Gorman, of the Waverly Hotel at Carleton Place, one of the most popular of the hotel men in the hotel and is now in charge.

GAME LICENSES
Wm. Gremlay has received eminent big game licenses at requiring same can procure applying him. The re state that none must be the 15th, but for the come those wishing to get out by train, Mr. Gremlay will issue at his house during Thursday. We are glad to note some among the game wardens ly trust that the illegal game, such as took place last winter, will not be repeated.

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