

# THE CITIZEN

"Canada for Canadians."

SINGLE COPIES

THREE CENTS

First Volume

Truro, N. S., February Sixth, 1909

Number Six

This Space is For Sale to You

**THE BRIGHT STORE**

**New Goods Every Day**

## F. C. Layton & Co.

Corner Prince and Revere Streets

A partial list of the "up to date" goods just opened and ready for your inspection. All good values at our Medium Cash Prices

White Cottons	6 1/2 to 18c	Black Satteen Underskirts	Special \$1.25
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Ladies' Belts	25c to 60 cents	Corsets	60 cents to \$1.35
Dress Goods	50 cents to \$1.65	Ribbons	3c to 65 cents
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## F. C. Layton & Co.

Read Every Ad. in The Citizen

# PUSH IT

The Astonishing New Push Point Pencil, No Whittling, No Waste, No Delay, always long. From End to End a Business Pencil. The writer that writes right

**G. O. Fulton Has Them. Price 5 cents**

# AN EXTRAORDINARY CLEARANCE SALE

To Purchasers of \$10.00 or over, railway fares to distances of 20 miles will be paid

# 1/4 OFF

For Cash Only

## EXTRAORDINARY

Because the price reductions are made on Staple lines of year-around usefulness, as well as on seasonable goods.

EXTRAORDINARY, because the reductions are extraordinary and are made on prices originally low. The Clothing is all new and of the Highest Grade. We know of no better way to begin the New Year than to change prices in your favor, this is how we go about it.

Overcoats	\$25.00	now	\$18.75
Overcoats	20.00	"	15.00
Overcoats	15.00	"	11.25
Overcoats	12.00	"	9.00
Overcoats	10.00	"	7.50
Overcoats	7.50	"	5.65

## Suits Cut the Same

Pants	"	"	"
Caps	"	"	"
Socks	"	"	"
Boy's Overcoats, Reefers, Knicks			
Stockings, Suits, Caps & etc			

Everything Cut for THE NEXT 20 DAYS in the same way

The Store program for January and February is to reduce stocks as much as possible regardless of profit, that is the emphasis of the advertising—Crowding prices down and goods out, you can tell at a glance we mean business, with something more to bank on than the cry of cheapness

# Roop and Company

Opposite J. J. Snook Block

One Block North of Station

PRINCE STREET, TRURO, N.S.

SUBSCRIBE FOR

# THE CITIZEN

25 cents in Stamps Pays for Three Months.

# THE CITIZEN

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## General Hospital

Miss Cameron and Miss Smith, of the Truro General Hospital, have received a cheque for the amount of the value of the cots they lost by the wreck of the steamship H. M. Whitney during a voyage from New York to Boston in November last. It came as a glad surprise to them, as they despaired of receiving any recompense for their loss.

By the way, speaking of this hospital, we wish to recommend it to our readers. Miss Cameron and Miss Smith, professional nurses, deserve every credit for their pluck and enterprise in establishing this long-needed institution in Truro. They have accomplished in a few months what others have been talking of doing for years.

The hospital is nicely located and well equipped, and has already won golden opinions from patients and their friends.

Just at present Dr. Cock is conducting a most interesting and successful case there, that of skin-grafting. It will be remembered that a short time ago a young woman received severe injury to one of her hands, portions of the skin being stripped off while at work in the Union Laundry. This under ordinary circumstances would not heal, that is, new skin would not grow, which of course, would leave her a cripple. Dr. Cock is overcoming this by removing, in accordance with latest scientific methods, portions of skin from one of the unfortunate woman's hips and grafting it onto the injured hand and arm. In this work he is receiving able assistance from Miss Cameron and Miss Smith, the former a talented Truro lady, daughter of Mr. and Mrs. Hugh Cameron; the latter a native of Oxford.

We shall have much pleasure in referring to the Truro General Hospital in future issues of The Citizen.

## Anti-Socialists.

The anti-Socialists of England have launched a paper for the purpose of setting forth their views.

## PROVIDENT ELECTIONS.

The vote for the election of two members of the I. R. C. Provident Fund Board will take place as follows:—

1—In the I. R. C. General Office at Moncton on February 5th.

2—In the I. R. C. check office at mechanical department.

3—In a car attached to the paymaster's car on the next pay-day for all those not included at the other polls.

There are four candidates for the two positions, being Messrs. Wm. M. Collins, checker; J. W. McNairn, engineman; W.M. Thompson, conductor; Frederick Taylor, freight agent.

## CAUGHT ON THE FLY.

A lot of "Bluenoses" turned "white" several mornings this week.

A Truro man says he dreamed Wednesday night that he was jumping from one snow bank to another in an attempt to discover which was the warmer.

## ABOUT PEOPLE.

Mr. J. D. Chambers, who recently conducted a business in Truro, was on Wednesday last elected a councillor for the town of Wolfville.

Mr. Thomas Notting, a Lower Truro boy, was this week elected by acclamation mayor of Dartmouth for a second term.

Mr. Leonard McKenzie returned from a successful fur buying trip in the east Thursday night. He intended going to Newfoundland, but met the man he wished to buy from in North Sydney.

## The Ten Thousand Club.

Some patriotic, progressive spirits are talking of a Ten Thousand Club for Truro, that is, ten thousand population. They propose to accomplish this by starting new industries, thus inducing people to come here to live. Here's success to their efforts.

Advertise in The Citizen.

## Admitted To Bar

On motion of Mr. J. J. Ritchie, at Halifax, Thursday, before several of the judges, Mr. James Hanway, of Truro, was admitted to the bar. Mr. Hanway is a son of Mr. Thomas Hanway, I. R. C. locomotive engineer, Truro. He is a young man of splendid ability, who by dint of hard work has won his spurs. The Citizen extends congratulations and wishes Mr. Hanway a brilliant and successful career as a dispenser of Blackstone logic.

## TO THE BUSINESS PEOPLE.

Each business man and woman in Truro will receive a free copy of The Citizen this week. In this connection we desire to call their attention to it as an advertising medium, especially the fact that it is read by the work-a-day people, the people who have money to spend. Are they not the people you want to read your "ads"? The Citizen reaches them.

## TOWN NOTES.

Yes, 'twas cold!

How do you like us to-day?

Something doing in mining circles.

Truro is apparently weathering the dull times successfully.

That "wild cat scheme" is to be aided in the courts.

First meeting of the new Council Thursday night, at which the new were welcomed and the old said good bye.

The cordwood dealers are doing a rushing business.

The carnival Wednesday night was a big success.

All Truro industries are running steadily.

There are those who say Truro will have a building boom next summer.

## Canadian A. F. L.

Herewith are some extracts from the report of proceedings of the Sixth Annual Convention of the National Trades and Labor Federation of Canada:—

### THE PRESIDENT'S ADDRESS.

Delegates to the sixth convention of the National Trades and Labor Congress of Canada:

Gentlemen,—It is with pleasure I open the sixth convention of the "National Trades and Labor Congress of Canada" and give you the most cordial welcome to the old City of Champlain, the capital of the Province of Quebec.

It is also with respect that I salute particularly two figures that I remark are in our midst, and with a few others whose absence I deplore, who were the veritable founders of our National movement. I name delegates Omer Brunet and Thos. J. Griffiths.

Without doubt the distinguished founders of our movement having an intimation of its coming and understanding our device, "Canada for Canadians" indicated the road, and I am also confirmed in the belief that the tree planted in Berlin, Ont., will, in the course of time, assume gigantic proportions.

Gentlemen, although young, we are branching and extending from the Atlantic to the Pacific Ocean, with the prospect and assurance of soon taking within our fold and protection, all the workers of Canada.

Now, gentlemen, our preceding conventions have produced very much good, and by the work of our Congress a large number of important reforms directly affecting our workers have been obtained. I expect great results from our deliberations this year, and without doubt our proceedings will be marked by the strictest courtesy.

Many measures will be submitted for your consideration, and I attach the utmost importance to the recommendation especially brought to your attention, viz.: the nomination of a permanent organizer who shall devote all his time to the propaganda and formation of new Unions.

I consider the nomination of this officer the most important of any, and his services will be of immense advantage for the success of our cause.

Do not forget, gentlemen, that our flag is large and the country sheltered, great. We are already convinced of our right to follow the good cause, marching to the conquest of our liberties, and claiming the right to group under our standard all the Canadian workers who

have accepted the truth of our Motto "Canada for Canadians."

With the approval of the authorities, civil and religious of all denominations, united, we hope for a solution of the problem of the social question that we seek to improve, and that the relations that must exist between employer and employe will be quickly arranged, and that all defiance between the two factors of industry will disappear, and with the absence of strikes, always disastrous to all parties concerned, the objects that we aim at will be attained.

Permit me, gentlemen, to express the hope that this convention will mark an epoch in the annals of organized labor, and that it will be fruitful for the advancement and for the prosperity of our constituents and all the workers in general.

Again, gentlemen, I declare the Sixth Convention of the National Trades and Labor Congress, open.  
(Sgd.) **GEORGE MAROIS,**  
President.

### THE EXECUTIVE'S REPORT.

Quebec, Sept. 16, 1908.

Fellow Workers and Brothers:

It is with profound, varied and inexpressible feelings of joy and triumph your executive give welcome greeting to the delegates of the Sixth Annual Convention of the National Trades and Labor Congress of Canada. For the second time since our formation, we meet here in the glorious City of Champlain, made immortal in song and story and the history of our country by the brave and sturdy sons and pioneers of old France, who here, where we now meet under the swaying of the Maple Leaf, laid the foundation for a race greater in hopes, greater in brain and heart, greater in manhood and womanhood, and greater in the outlook for true democracy. A nation greater than has yet been, the Dominion of Canada.

Five years ago when we held our first annual Convention in this city, friends of American unionism in this country predicted the speedy demise of the newly formed Trades and Labor Congress of Canada, yet we meet again in the mother city of Canada, and the child of our dreams, the Canadian Federation of Labor lives and shares constant and rapid growth towards a glorious maturity that inspires us by its wonderful possibilities for the advancement of Canadian workers.

Tom—Of course the bride looked lovely, as brides always do. Nell—Yes, but the bridegroom doesn't look altogether fit; seems rather run down. Tom—Run down? Oh, yes, caught after a long chase.

## McCALLUM'S REAL ESTATE MART

W. D. McCALLUM,  
Manager.

TRURO, Nova Scotia, Canada

### SELLS

Farms Town Residences, Stores, Timber Lands, Mills, Factories, Hotels, Summer Cottages, Mines, Building Lots, Etc., Etc.

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Houses, Stores, Offices, Hotels, Pasture Land, Furnished Rooms, Etc., Etc.

### EXCHANGES

Farms for Town Residences, Timber Limits for Farms, Factories and County Stores for Town Tenement Houses. In fact any exchange of one kind of Real Estate for another.

**FREE** It costs you nothing for any information about the different properties and you can always find something on our Lists to interest you.

We have farms for sale in every County in the Province.

Fruit Farms, Dairy Farms, Stock Farms, Market Garden Farms—in fact all kinds of Farms—nearly one thousand of them. They vary in price from \$250 up to \$30,000, and in size from Four acres to One Thousand acres.

### Write for Free Catalogue

Containing Description and Prices of these

It Costs You Nothing to say through us. We save your time in searching and can get you the finest price.

W. D. McCALLUM

TRURO CANADA NOVA SCOTIA

**LAND WANTED**

The Subscriber is authorized to purchase South African Veteran's Dominion Land Grants Having facilities to sell in the best market THE WEST—the very highest prices can be paid. Enquiries will cost you nothing and are urgently solicited.

**G. Grassie Archibald**

P. O. Box 69 - TRURO, N. S.

**F. Dexter & Co.**

**Steam and Hot**

**Water Engineers**

**Plumbers, Etc.**

Dealers In All Kinds Of Plumbing Goods, Estimates Furnished

PHONE 143

PRINCE STREET, - Truro N, S.

**100 New Subscribers**

During the coming week The Citizen expects to add at least 100 new Subscribers to its rapidly growing list. To make this easy we will offer THE CITIZEN FOR ONE FULL YEAR for 75 cents, until the evening of February Thirteenth 1939. Every newsboy who brings in a subscription will be allowed 20 points toward the Hockey Skates.

**Get Busy Now**

**"The Citizen"**

C. W. LUNN - - Editor

**Rumored Railway Deal**

**A**RE the people of Nova Scotia to be sold body and soul, so to speak, to a great corporation?

That is a question that is looming up if certain press despatches are to be believed.

A despatch in one of the Halifax dailies of Wednesday announced that the Hon. George H. Murray, premier of Nova Scotia, had spent one or two days in Toronto with William McKenzie, of McKenzie and Mann, the great railway magnates, discussing a great railway scheme.

This scheme, it is said, involves the building of several hundred miles of railway in this province, the merging of existing company roads with the McKenzie and Mann system, together with running rights over the I. R. C. In short, that all the railway interests in Nova Scotia, real and contemplated, are to pass into the hands of the great Canadian Northern system, the name the McKenzie and Mann corporation is known by.

This, so the despatch also states, is the program Premier Murray will submit to the legislature when it meets this month.

We have too warm personal feeling and too much faith in Premier Murray as a patriotic Nova Scotian to charge him with attempting to deliberately sell the people of Nova Scotia to a powerful railway corporation, but we do say if he contemplates what the despatches state, that he is losing his grip on himself as the hitherto trusted leader of the government of this province.

The despatch further states that the province will be asked to guarantee the bonds in connection with this scheme, and that the people will be given, mark you, "RIGHT to buy the lines at the end of a certain period of years." The "right to buy" what they have already paid for. Did ever audacity run to greater length? If the money to carry out this scheme is to be borrowed on the credit of the people of Nova Scotia, why not the people borrow the money, build and operate the road? The Citizen is uncompromisingly opposed to the scheme as outlined in the despatch and will fight it, should an attempt be made to carry it out, to the utmost of our ability, believing that it is in the best interest of the people of Nova Scotia, present and future, to pursue a course of that kind. It will not be a party question with The Citizen but the rather the standing by the principle of government ownership and oper-

ation of public utilities, a principle that we have declared for and will stand by to the last ditch. If this paper can awaken public conscience in the matter, Nova Scotians never shall be corporation slaves. The despatch says the premier will submit the scheme to the legislature—it should have said PEOPLE, for he has no mandate to fasten such a yoke of bondage upon them.

The honorable gentleman has in part an opportunity to test the people in respect to the project, that is, if he contemplates carrying it out. There is a by-election on for the House of Assembly in Pictou County. Let him submit the scheme to the people, the electors of that county. Though we have not authority for saying so, we believe Mr. C. E. Tanner, one of the candidates, would oppose it. If he did not he would deserve to be consigned to political oblivion.

Thus far we have not treated the despatch as genuine, but we submit that it was inspired, sent out as a feeler, in view of which it is up to the people of Nova Scotia to be alert, to lock the stable before the horse is stolen.

We have been led to believe that the branch lines of the province would pass to the control of the Dominion Government. Have we been deceived? What are you going to do about it?

**SUPERANNUATION****OF I. R. C. OFFICIALS.**

An Ottawa despatch says: Answering Mr. Northrup, the minister of militia, said 18,000 Ross rifles were accepted by the department in 1908, making 57,000 up to date, with a total payment of \$1,487,932.

Mr. Emmerson was informed by Mr. Graham that Thomas Williams, formerly treasurer and accountant of the I. R. C. at Moncton, was superannuated by order-in-council on August 12th, 1898, on a yearly allowance of \$1,182. He was paid \$76.50 in addition to superannuation for work done. J. R. Bruce traffic auditor, was also retired, but he was employed in closing arrears of work and paid by vouchers.

**Longest Railway**

When completed the railway from Cape Town, South Africa, to Cairo, Egypt, will be the longest in the world, 6,400 miles. There remains 2,500 miles to be built. The estimated cost is \$1,000,000,000.

Advertise in The Citizen.

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Steam and Hot Water  
Heating and Sanitary  
Plumbing.

Dealers in all kinds of Plumb-  
ing Goods.

If Pipes go wrong we can fix  
them

Estimates Furnished Telephone 238  
Inglis Street TRURO, N. S.

### Livery and Boarding Stables

Everything About Our Establish-  
ment Is Made to Apply to The  
Service and Convenience of The  
Public Who Use Horses.

**NEWTON LEE**

ESPLANADE TRURO, N. S.

**THE VERY THING**

That you have been looking for so long  
is at

**THE AUCTION ROOMS**  
GUNN & LAWRENCE

Outram Street Truro, N.S.

**Picture Framing**

Largest Assortment of  
Picture Mouldings in town.  
Come and see Samples.

G. A. Innis, McKay Block  
INGLIS ST. TRURO, N. S.

**Ross's Meat Market**

Headquarters for Fresh  
and Cured Meats, Fish,  
Poultry, Sausages, Lard,  
Eggs, Vegetables, etc.

No. 4 Outram Street

**Government Ownership**

(NO. I.)

**T**HE time is not far distant when the electors of this country will be face to face with government ownership and operation of not only public utilities but other matters of close interest to the masses of people as well. You may call this Socialism or whatever you please, but just the same you must squarely face and honestly settle the matter. We fail to see why a joint stock company of the many cannot prove as successful as a joint stock company of the few.

If a few men can come together and agree to own and operate a railway, coal mine or anything else of an industrial nature we fail to see why the people as a whole, working along the same lines, cannot as successfully own and operate these things.

Speaking of government ownership and operation of coal mines opens up a large field for argument, but the result must be a convincing one for the people that what they own they can operate.

The people of Nova Scotia own the coal deposits of the province. Under corporation lease and corporation operation they sell this coal for TWELVE AND A HALF CENTS A TON and buy it back at FIVE DOLLARS A TON. Now this would be all right if it cost four dollars and eighty-seven and a half cents a ton to mine a ton of coal and sell it, but no person believes that it does. No sane person believes that the men who lease and operate the coal mines of Nova Scotia do so out of pure philanthropy. Every sane person knows they are in it for what they can make out of it, and that they do make. Just how much no person knows but themselves, and they wont tell.

The Citizen is not faulting the members of coal corporations for what they make out of holding and operating the coal mines of Nova Scotia. Under business ethics it is sound business; under existing laws it is legitimate business. It is the people who permit of such things to come to pass that are to blame.

What would be thought of a farmer who sold his hay on foot for two dollars a ton, and in order to keep his stock from starving bought it back at ten dollars a ton; or sold his wood standing for

twelve and a half cents a cord, and in order to keep himself and family from freezing was forced to buy it back for five dollars a cord? That is the coal situation in a nut shell.

Of course, the corporations who lease and operate the coal mines of Nova Scotia make dividends, some more, some less. Under government operation of coal mines the amounts that now go to the coal corporations in dividends would be divided into three parts and applied as follows: One part to giving the people cheaper coal, one part to giving the miners higher wages and one part to revenue, in lieu of the present royalty of twelve and a half cents a ton.

Yes, we are aware that there are those who argue that under government operation the coal mines would be as great a failure as the Intercolonial Railway is under government ownership and operation, but in the next breath they admit that the railway failure is due to bad management, that government ownership and operation of the road would be satisfactory under honest administration.

Whose fault is it that the Intercolonial Railway is badly managed? Not the government's, for the government is the creation, executive, of the people, therefore it is the people who are to blame if the Intercolonial is not properly managed. The government could not mismanage the Intercolonial if the people so willed it. When the people deal honestly by themselves the government will be forced to deal honestly by the people. The same principle applied to all cases of government ownership and operation will bring satisfactory results.

The following conversation is reported as having taken place in an editor's room:

"May I ask, sir, why in blazes you didn't print my communication?"

"Certainly you may. In the first place it was altogether too long; in the second place, it was badly written; in the third place, it established no conclusions; in the fourth place, it was libellous; in the fifth place, it was written on both sides of the paper."

"Then you found no merit in it?"

"I wouldn't go so far as to say that. Aside from the trifling drawbacks I have mentioned, it seemed to be all right."

**GRAND OFFICERS C. B. R. E.**

- A. R. Mosher, Grand President, Halifax.  
 W. N. Collins, Grand Vice President, St. John.  
 T. Jenkins, Vice President, Province of Que., Levis.  
 S. C. Alward, Vice President Province of New Brunswick, Moncton  
 Neil McKinnon, Vice President, Province of Nova Scotia, Sydney  
 M. M. McLean, Grand Secy-Treas., Halifax.  
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 J. A. Lamantagne, Secretary, Levis.  
 J. A. Bouchard, River DuLoup.  
 S. J. Hueston, Moncton.  
 Wm. Perry, Moncton.  
 C. H. Kinnear, Moncton.  
 F. McPherson, Pt. Tupper.  
 The Grand Executive is composed of the Grand President, all Vice Presidents, and the Grand Board of Directors.

**CANADIAN BROTHERHOOD OF RAILWAY EMPLOYES.****List of Local Divisions and Officers.**

- No. 1, Levis—President, J. A. Lamontagne, P. O. Box 1, Levis, P. Q.; Secy.-Treas., J. Ed. Pelletier, P. O. Box 13, Levis, P. Q. Meets 1st and 2nd Friday each month.  
 No. 2, River DuLoup—President, J. A. Therriault, I. R. C., Riv. DuLoup; Secy.-Treas., P. P. Begin, I. R. C., Riv. DuLoup.  
 No. 3 Campbellton—President, W. F. McMillin, Campbellton, N. B.; Secy.-Treas., Chas. N. Smith, Campbellton, N. B.  
 No. 4, Newcastle—President, H. H. Ingraham, Newcastle, N. B.; Secy.-Treas., Geo. Desbrisey, Newcastle, N. B.  
 No. 5, Moncton—President, S. C. Alward, 901 Main St., Moncton, N. B.; Secy.-Treas., O. B. Dobson, 70 Highfield St., Moncton, N. B. Meets 1st Sunday and 3rd Friday each month.  
 No. 6, Moncton—President, H. H. Ayer, Moncton, N. B.; Secy.-Treas., Frank O'Rourke, 89 St. George St., Moncton, N. B. Meets 1st and 3rd Sunday each month.  
 No. 7, Moncton—President, A. D. Morrison, East Mines, N. S.; Secy.-Treas., J. Colpits, Moncton, N. B.  
 No. 8, St. John—President, Wm. Howard, St. John, N. B.; Secy.-Treas., J. Murphy, 62 City Road, St. John, N. B.  
 No. 9, Truro—President, John A. Wright, Walker St., Truro, N. S.; Secy.-Treas., Thos. Robinson, Arthur St., Truro, N. S. Meets 3rd Monday each month.  
 No. 10, Mulgrave—President, W.

F. McKay, Mulgrave, N. S.; Secy.-Treas., R. Keating, Mulgrave, N. S. Meets call of President.

No. 11, Sydney—President, E. R. McPherson, Sydney, C. B.; Secy.-Treas., Neil McDonald, P. O. Box 247, Sydney, C. B.

No. 12, Halifax—President, H. Hughes, 242 Lockman St., Halifax, N. S.; Secy.-Treas., A. Cann, Halifax, N. S. (System, P.S. & D. Car Men). Meets 1st Sunday each month.

No. 14, Halifax—President, J. D. Sullivan, Halifax, N. S.; Secy.-Treas., J. J. Burns, Henry St., Halifax, N. S. Meets 3rd Friday each month.

No. 15, Halifax—President J. H. Gibson, Halifax, N. S.; Secy.-Treas., Chas. Squires, 410 Gottingen St., Halifax, N. S. Meets 3rd Sunday each month.

No. 17, Springhill—President, Thos. Oulton, Springhill, N. S.; Secy.-E. Keith, Springhill, N. S. Meets 1st Wednesday each month.

**(Official Report.)**

Thursday night, January 28th, Mr. A. R. Mosher, grand president of the Canadian Brotherhood of Railway Employes, installed the officers of the new division organized by him at Stellarton. The new division is taking in the roundhouse men at Stellarton, also the freight and baggage handlers at New Glasgow and at Stellarton. It is expected that the Pictou employes will also become members of this division. In the face of all that has been said this organization (and little has been said against it) it is steadily forging ahead, increasing its membership. The officers know no such word as fail, for wherever an attempt has been made to organize a lodge they have succeeded. The I. R. C. is now thoroughly organized.

The officers of the new division are as follows:—

President—Lewis E. McGarrigle.  
 Vice-Pres.—James E. Stanton.  
 Secy.-Treas.—W. C. Johnson.  
 Warden—Joseph B. Gerrior.  
 Inside Guard—John McIsaac.  
 Outside G'd.—Melbourn Falconer  
 Chaplain—Napoleon White.

Mr. Frank H. Russell, general manager of Railway Passengers' Assurance Company, was in Truro en route to Moncton yesterday. He was accompanied by the local manager, Mr. D. M. Griffin, of Truro.

Mr. A. R. Mosher, grand president of the Canadian Brotherhood of Railway Employes, passed thru Truro on his way to Moncton.

**LABOR PARTIES.**

After all, labor tickets throughout the province did not score heavily in Thursday's civic. True but few only put full tickets in the fight, Springhill and Amherst. In the first named place the mayoralty candidate, Mr. Terris, was bowled out in the preliminaries, owing to a legal technicality. Of the three councillor candidates but one was elected, Mr. T. Blenkhorn.

In Amherst where a full ticket faced the starter, only one finished in the lead, the mayoralty candidate, Mr. T. P. Lowther, who is a baker, and has twice before served as the chief magistrate of the town.

In both cases the parties presented attractive platforms to the electors, especially the working classes, but for some reason or another these platforms failed to attract sufficient tangible support.

The Citizen is strongly of the opinion that in such cases the leadership is defective, that labor leaders pay too much attention to the under-the-chin-ticklers of their opponents, that they too frequently turn their backs on the true friend for the false; but then it has ever been thusly.

There are a lot of people who profess labor politics who, when it comes to a test, are merely veneered. It is a case of search them and arouse a grit or tory. This is more the result of lack of education along labor lines than wilful deception. Labor leaders too frequently in this country seek to win people from traditional leanings by a few weeks' agitating along labor lines, instead of sticking to it in season and out of season. Then again there are the demons of jealousy and self-interest to be contended with. These people are no more fit to be labor leaders than is John D. Rockefeller or Andrew Carnegie. The true leaders lose sight of themselves, keeping in view principles only. They welcome any and everybody to the assistance of the cause. They never calculate on "now is that fellow going to become more popular in labor circles than I?" And for fear he is, immediately take steps to turn him down, thereby defeating their own cause.

Then there are the "we know it all" men, the men who attach no weight to the opinions of others.

Lastly, there are the dominant political party so-called labor people, who would rather have their cause defeated than have it advocated by a person who at one time was a grit or a tory. These are all enemies of organized labor.

Advertise in The Citizen.

**THE CITIZEN**

A WEEKLY JOURNAL DEVOTED  
TO THE INTERESTS OF THE  
PEOPLE : : : :

Published at Truro N. S., Every Saturday  
by The Citizen Publishing Company

Subscription Price - \$1.00 per year  
Single Copies - 3 Cents

EDITED BY C. W. LUNN

P. O. Box Office, 108 West Street

Advertising space 25 cents per inch for  
all space : : : :

Truro, N. S., Feb. 6th, 1909.

**THE COST.**

The I. R. C. double tracking survey—Amherst to Truro—cost \$9,914. Now what we want to know is, will the road be built?

**MAKE IT GENERAL.**

A. B. Crosby, M. P., wants an increase of salary for the Halifax customs officials. Make it general. Adam, do not be a parish politician.

**PROVINCIAL LAW.**

Railway employes must not make the mistake that the \$600 exemption was fixed by the Town Council. It is a Provincial law. The Council can, however, recommend the legislature to raise it.

**A COMPENSATION LAW.**

Organized labor in Nova Scotia will this year endeavor to have the legislature enact a workmen's compensation law. Dr. Kendall, M. P. P. for Cape Breton, introduced a bill of that kind two or three years ago but it was side tracked in committee.

**GOOD SURPLUS.**

A short time ago the government of Manitoba took over the telephone system of that province from the Bell Telephone Company and operated it. It is now announced that there is a tidy surplus to the credit of the province as a result of this feature of government ownership and operation. Here is a hint for the government of Nova Scotia.

**SOUND ADVICE.**

At a meeting of the Halifax labor party last Wednesday night,

the members were urged to be more active. This is sound advice. Both the Halifax and Cumberland party need to wake up. The Citizen knows of a case where leading officers of both branches were written to in re labor matters but they did not even acknowledge receipt of the correspondence. A labor or any other party, can never be built up by pursuing tactics of that kind.

**WILL ABOLISH TAX.**

The P. E. Island legislature was opened Thursday. The speech from the throne promised that the tax on commercial travellers would be abolished during the session. The Islanders are evidently coming to their senses.

**WHY SILENT?**

How is it some of the big dailies who profess such friendship for organized labor, have not published a line in reference to the proceedings of the eight hour day commission that has been sitting throughout the province for the last week? Thus far The Citizen is the only paper that has given any attention to the matter.

**THE LASH.**

The minister of Justice wants to do away with the lash for criminals. Mr. Bickerdike, M. P., wants wife beaters whipped. These statements were made in the Commons Thursday. "Jim" Maddin, M. P., Cape Breton, wanted to know what is to be meted out to women who beat their husbands. He, however, agreed in the main with the minister of justice.

A. B. Crosby, Halifax, said no punishment was too severe for the man who beat the woman he had in the sight of God and man sworn to protect.

**WANT \$800 LIMIT.**

The railwaymen at Pictou we understand, are now assessed for income. This rule applies in all cases and does not specify between the property holder and the man who earns a big salary and is the owner of no property. The same rule is applied to the railwaymen at Moncton. The income tax is admitted the correct thing by some, but who claim the amount of exemption should be raised from \$600 to \$800. Others think that a man now a property holder to the value of say \$2,000, should be exempt altogether from the payment of a tax on his income, and which appeals to the writer as a fairer way of doing things. Of course if the law makes no provision for cases of

that kind, the only thing to be done evidently is to pay the piper until the law is amended.—Westville Free Lance.

**YES, WHY?**

"North End Observer", writing in the Halifax Evening Mail, among other things gets off the following:

"In some society notes which appeared recently in a morning paper, the fair correspondent described with great minuteness of detail the many skating parties that had taken place during the previous week. One was on Monday, one on Tuesday, one on Wednesday, one on Thursday; and then she goes on and speaks thusly:

"And, dare I whisper it! A MOST DELIGHTFUL SKATING PARTY WAS GIVEN ON SUNDAY AFTERNOON." Oh, Lord! When we poor mortals of the baser clay are cheering up the hearts of the minister by attending church services, 'society' is enjoying itself with skating parties! The 'salt of the earth' desecrating the Sabbath day by going out in bunches on skating parties! And yet there are people who piously exclaim, why is the attendance at church services falling off?"

**EDITORIAL NOTES.**

Wednesday was 'fish day' in the Commons at Ottawa. A commission was appointed, or ordered to be appointed, to look into the fisheries.

The Conservatives are to hold a Dominion Convention this year, so it is said. Come to think of it, we heard that before during this century.

The telegraph companies now come under the railway commission. Well, what now? Shall we have cheaper rates? It is very doubtful!

**THE RIGHT MAN.**

Mr. L. E. McGarrigle, I. R. C. store keeper, Stellarton, has been elected president of the new lodge of the Canadian Brotherhood of Railway Employes recently organized at that place by Grand President Mosher. Mr. McGarrigle is the right man in the right place. Though but a young man he is a veteran in the ranks of organized labor. He, before entering the railway service, was employed with the Acadia Coal Company, and was then a valued member of the Provincial Workingmen's Association.

Advertise in The Citizen.



## Outflanking Silverites

**A** VERY interesting story of a shrewd move in the mining fields of Nova Scotia comes to The Citizen, and it is true, every word of it. Possibly as a result there will be some heart-burnings. Briefly, it is as follows:

Not long since, the local world became somewhat excited over a report that a very rich strike of silver had been made at Musquodoboit, Halifax County, and what made it more interesting, there was a lady in it, a maiden lady. Through her enterprise and perseverance it was said, the find had been made, and her native Musquodoboit had become famous. True, it is a large body of mineral; to all appearances silver was found in the locality mentioned. The finders of course, at once hied themselves to the mining office in Halifax and took out licenses, a great many of them, at fifty cents each, the regulation cost, to prospect for silver. That would protect them for a time, and later on they could bond their property.

Others followed suit and took up areas butting on, with the result that the Provincial treasury was in a good many dollars. Musquodoboit had contributed a pretty penny to the provincial revenue. Indeed that locality for a time was talked about almost as much as was Cobalt in its palmy days.

Recently, however, a mining expert came to Truro and got possession of samples of the ore a citizen happened to have in his possession. He made a thorough test of it, and in due course of time became convinced that lead, not silver, predominated. His next move was in company with four others, to take out the right to search five square miles for lead. This right to search of course, covers the areas taken up for silver above referred to. The right to search covers a period of eighteen months, and carries with it the right to hold one square mile at the end of that time.

At first flash this looks like sharp practice, but it isn't; it is perfectly legitimate, perfectly in accord with the mining laws of the province.

The other people took out area licenses to prospect for silver; the Truro bunch have taken out the right to search for lead. Where the Truro people won out was that they, to all appearances, obtained a better knowledge of the nature of the ore, its predominating qualities, than did the other folk. Lead predominating, their right to search is certainly more valuable

than the other people's license to prospect for silver. The value of the property must be determined, in fact will be, by the mineral that predominates it.

The Truro people say they have no desire to deal unjustly with the others, that they will recognize any claims they may have.

(Official Statement.)

Since writing the above the Truro parties interested have handed The Citizen the following statement:

"Excitement still continues with reference to the silver find in the Musquodoboit district.

As the prospecting is carried on it is shown that the silver is carried in valuable quantities and that the predominating element is lead.

It is understood that the lead being the predominating metal, carries the silver with it, the silver being very insignificant by volume compared with the rich lead values.

It is claimed that this property is a pure and simple lead deposit, yet the silver values should not be cast aside, as from present indications they should turn out to be of much value.

Galena, which is a sulphide of lead in nature, is barren of argentiferous values.

Galenite, which is an argentiferous galena or crystalized lead mineral, carrying silver values, here exists in the main vein but not in such quantity that would permit a technical man to say that silver is the mineral of greater value.

The lead-silver districts of Illinois, Missouri and Kansas carry in proportion about the same percentage of Silver. In these districts the lead is the main metal and silver is used as a by-product.

A number of specimens from the Musquodoboit district have from time to time been submitted to Mr. Bayne, mining engineer, to make assays from and also to other technical mining men, including Mr. W. Spencer Hutchinson, M. E., of Boston and New York, who all pronounce the discovery as being a valuable lead deposit, carrying small silver values.

Acting on these reports some Truro parties, including Messrs. A. R. Bayne, Truman McLellan, Harold Putnam, D. A. Tattrie and G. H. Vernon, yesterday took up at the Mines office, Halifax, rights to search covering five square miles and also four blanket rights covering the same territory.

These rights to search cover the whole silver district in the Musquodoboit district, including all the

territory covered by areas taken up for silver alone.

Mr. Vernon is the solicitor representing the interested parties.

### THE "CON." GAVE HIM ONE

#### Man on No. 10 I. R. C. Train Ran Amuck and Finally Landed in Moncton Lockup.

In the words of a certain author, Conductor James Buchanan, of the I. R. C., Truro, is a "mild-mannered man", the personification of good nature, but there is a limit to it, and that limit comes when at times drunken hoodlums attempt to take charge of his train. Then there is something doing, and "Jim" does it.

One of those occasions for "Jim" to get his North of Ireland blood up occurred on No. 10 express last Tuesday morning between St. John and Moncton. Somewhere either at St. John or at a way station a Sackville man named Siddle, full of "booze" and fight, boarded the train. Immediately he did so he proceeded to take charge, to annoy the other passengers. Conductor Buchanan remonstrated with him, with the result that Siddle started to do "Jim" up a-la-Johnson, but he reckoned without his host. He made a swing for the "Con" but in return received "one" that came near putting one of his optics out of business. This for a time quieted Siddle but in the meantime Conductor Buchanan wired Moncton for Officer Dryden to go out on No. 9 and arrest the unruly one. This the officer did, returning on No. 10. While waiting at Moncton station for the patrol wagon Siddle broke and ran but was finally re-captured and lodged in the lockup.

### LINKS AND PINS.

#### Notes Gathered Here and There All Along the Lines of Railway.

The snow shovellers are having an inning.

Traffic is quite a bit brisker than it was.

Well, how about that income tax?

Change of time on the Halifax and South Western February 7th.

We regret that engineer David Duncan, Truro, is on the sick list.

Daniel McKenzie, for some time round house foreman at Stellarto, has been promoted to that position at Moncton.

## ANY BOY CAN WIN

To the first boy who makes 500 Points The Citizen will give

### A Pair of Hockey Skates

These will be of Best Quality and Fitted Out Complete

### To Every Boy A Hockey

Every boy who makes 100 points will receive A First Class Hockey Stick of His own selection at the Store of one of Our Advertisers.

### The Rules Are Simple

Every Copy of The Citizen counts 2 points  
Every full years Subscription at \$1.00 per year Counts 20 points

In addition every Boy gets a Commission of One Cent on every Copy.

#### The Song of the Plumber.

Heigho! for the chilling winds that blow! Heigho! for the frosty nights!

Heigho! for the weather "two below" and the wind that nips and bites!

Heigho! for the days I'll shortly know, when the plumber gets his rights!

Then here's to the plumber

Come, drink a drop;

And here's to the tools

I leave at the shop;

And here's to the pipes

That burst for me,

And the time when the plumber

Will happy be!

Heigho! for the hurry calls I'll get!

Heigho! for the task that's mine!

Teigho! for the bathroom soaking wet, a plight that I count divine.

Heigho! for the tools that I will forget! Heigho! for the busy sign!

Then here's to the plumber,

The plumber bold!

Here's to his solder,

And here's to his gold.

And here's to the pipes

That will burst some day;

Heigho! for the plumber

That all must pay.

## The Income Tax Agitation

**J**UST at present the income tax is a burning question in Truro, especially among Dominion government employes, chiefly those of the I. R. C.

For a long time it was the popular belief that the income of those in the employ of the Dominion government could not be assessed for the reason that taxation laws are provincial.

However, some city or town, St. John, if we are not mistaken, got nosing about and finally decided to make a test of the case in the courts, which decided that the income of the employes of the federal government could be taxed, hence the turmoil.

As already intimated, the employes of the I. R. C. both here and elsewhere are not taking kindly to the tax. In fact they are quite incensed over the matter, principally, if we are well informed, because they believe the exemption, \$600, is too low, and that the tax is not being fairly levied.

The Citizen agrees with the employes of the railway that the exemption is too low, as in New Brunswick where it is \$300 and where the employes are asking that it be set at \$700. We also agree that if all stories one hears in reference to the matter are true there is something in the charge that the tax is not being fairly levied.

By going to the Auditor-General's report the assessors are able to arrive at the exact earnings of each Dominion government employe for a given year. Now the question is, have the assessors taken the trouble to arrive at the correct yearly earnings of those who are not in the employ of the government? If they have not, then how do they arrive at it? Do they merely depend on the answers to the printed questions they leave at the home of each of each resident of the town? Did they make up the income assessment of the Dominion government employes on the answers they received to these questions, or did they go to the Auditor General's report? The Citizen is informed the latter was the course pursued, in which case, as already stated, they arrived at the exact earnings of the employes. This brings us again to the question of assessing the income of those not in the employ of the Dominion government; and to again ask the question, how do the assessors arrive at their exact earnings each year? If they depend on their answers to the printed questions, why not also treat the Dominion government employes in a like man-

ner? Why take one man's word and apparently doubt that of another of equal reputable standing in the community?

But it frequently happens that replies are not made to the printed questions of the assessors, in which case it is pertinent to again ask how do they arrive at the correct earnings? Do they ascertain from the books of the person's employers, as in the case of the Dominion government employes? And in the case of a business man, do they examine his books? These are pointed questions, but they are legitimate ones, questions that Dominion government employes should insist upon being answered by those in a position to do so.

In next week's issue of The Citizen a few comparisons will be made between the income assessment of Dominion government employes and those who are not.

The intention is to thrash this matter out with a view to dealing with all classes of citizens on a just basis in respect to income taxes.

#### CANDLEMAS DAY.

It Was Last Tuesday—An Old Rhyme and an Old Tradition.

Tuesday, the 2nd, was "Candlemas Day". There is an old rhyme which runs:

"Candlemas Day—

Half corn, half hay."

This probably means that on Candlemas Day winter is half gone.

There is also an old tradition to the effect that, if on leaving their dens that day the bears and the ground hogs see their shadows they will return for another six weeks, convinced that much wintery weather is yet to come.

Well, if Mr. Bear and Mr. Ground hog, or Mr. and Mrs. Bear and Mr. and Mrs. Groundhog, the little Bears and little Groundhogs, if you like, came out on Tuesday last they would have no difficulty in seeing their shadows.

#### Many Men Idle.

A gentleman who arrived from Sydney Wednesday evening reported six hundred men idle in connection with the steel plant, and that the coal mines are only working two and three days a week. The streets of Sydney were simply full of idle men.

Just imagine the heather basking in Africa's burning sands, and then realize that you are clinging to Greenland's icy mountains—yow!

## Fighting It Out On The Mountain

(BY C. W. LUNN)

**T**HIS is going to be an old-fashioned winter, something like that of 1882, during which you lost your arm," remarked Mr. G. W. Murray, the veteran I. R. C. track carpenter at the I. R. C. station, last Sunday afternoon to the editor of The Citizen.

Mr. Murray was just about to go out on his flanger car to assist in clearing the track over the Folly and the Westchester mountains, a task he has performed every winter for the last thirty years, whenever occasion required.

"Up to the first of February that year," continued Mr. Murray, "we had open weather, just as we have had this season, and people were saying that it would be an open winter, but I tell you it wasn't; it proved from that time on till the first of April a most severe one, cold with repeated heavy snow falls accompanied by gales."

Mr. Murray was right. We have a lasting reminder, an "empty sleeve" of the 10th of February, 1882. It was a day never to be forgotten by those who were about on the mountains, and Mr. Murray was one of them. He was in his flanger.

Your humble servant was a brake man that day on "No. 23", the day freight from Truro to Moncton. Here are the names of the crew:— Engineer Alexander Calder, Conductor George McLeod, Fireman John Phinney, Brakemen G. W. McElhinney, Henry Archibald and C. W. Lunn. Of the six there are yet living, John Phinney, locomotive engineer, I. R. C., Truro; George McLeod, baggagemaster on the C. P. R., running out of St. John, and C. W. Lunn, editor of The Citizen.

When we left Truro that morning at 6.35 it was just beginning to snow, every indication pointing to a first class "northeaster." By the time we got away from Londonderry where we made our regular cross on the "Quebec Express", now the "Maritime", the road was becoming heavy, but "No. 33", a Hinkley, with brainy, stout-hearted Alex. Calder at the throttle and industrious John Phinney filling her lungs with gas and her muscles with strength, pulled her string of cars across the Folly and Westchester, finally pulling into Amherst before she became stalled.

At that time the standard draw-bar was just coming into general use. I failing to notice that the

cars I was coupling were equipped with what was known as the old "glanse draw-bar" couplers, that when they came together sprang back till the two bumpers on each end of the cars and on each side of the outer end of the draw-bars came together. These were for the purpose of protecting the body of the person making the coupling. However, they frequently destroyed hands and arms, and the accident in question was one of those occasions.

All that day and the next night I lay on a lounge in the office of the station building with my head close to the ticker of the telegraph instrument, with no other attendant than Mr. McArthur, the night operator, who did all he could for me. I was then awaiting the arrival of "No. 2" train to take me to Truro.

Without the storm continued to rage with unabated fury, the building rocking and the cuttings drifting level full. That same night two locomotives, a plow, flanger and van stood on an embankment near the station, the crews awaiting the abatement of the storm. James Craigie, now of Sydney, was conductor; the engineers were J. W. Nairn and George Feetham, now two veterans. The firemen, James Fisher, now a locomotive engineer on the I. R. C., and Paul Peterson, deceased. The brakemen, T. W. Johnson, now conductor, and Ben Peterson, in the United States. Mr. G. W. Murray was in charge of the flanger. As morning approached the fury of the storm became spent, day finally breaking with a clear sky, followed by bright sunshine. At 6 o'clock the outfit moved out in an attempt to fight its way to Truro. The same night this train stood on Greenville embankment. A similar train in charge of the late Conductor James McDowell occupied a position on an embankment at Folly Mountain Corner, while at the same time the Greenville train headed for Truro, moved in the direction of Springhill Junction. The two snow fighting aggregations, though but about fourteen miles apart when each made a start, did not meet (between Folly Lake and Wentworth) till the next morning (Sunday) at 9.30 o'clock. Accompanying each train was an army of men with shovels to dig them out whenever they became helpless in the huge banks or the level full cuttings. This will give some idea of the magnitude of the blockade. Of course the locomotives of those days were not as

powerful as those in use on the road at this time, nevertheless the tempests were fully up to the ideals of old "storm king".

At 2 o'clock on Saturday afternoon "No. 2", the mail train of the previous day going south, arrived at Greenville Station, and I was helped into the first class car and made as comfortable as possible. One of those who ministered to my comfort was Mr. Lorain C. McNutt, now the bright editor of the Fredericton Herald, a kindness that has never been forgotten.

"No. 2" of that day was in charge of Conductor James Geldert, a man of most kindly disposition, while Sam Trider, equally big hearted, was in the cab at the throttle. Both these men, like soldiers on the battle field, died at their posts of duty, the first named about two months afterward in a "pitch-in" at Grand Lake, and the last named in the wreck of No. 25 train at Belmont in December 1902.

"No. 2" found little if any difficulty in proceeding to Wentworth, a distance of five miles, but there again it was held up owing to the road still being blocked between that point and Folly Lake. In the meantime a "clearing train" in charge of Conductor Y. C. Campbell, now the industrious self-made superintendent of the Eastern Division of the I. R. C., arrived from Springhill Junction. Our train was forced to remain at that point till the following Sunday morning at 10 o'clock, when the road was cleared and we were enabled to proceed to Truro, arriving there at 12.30, I receiving for the first time, fifty hours after being injured, proper medical treatment. In fact that was the first opportunity I had to get my clothing off. I may add that the late Dr. J. H. McKay was with me a few hours after being injured, but under the circumstances he could do little for me aside from giving me temporary relief by means of opiates, but I shall never forget his great kindness to me in the dark trying days that followed. Eight days after being injured, Dr. McKay, assisted by the late Dr. Page, amputated the greater portion of the injured limb, when I was down but not out. I regret referring to a personal matter. I have no ulterior motive in doing so. Though handicapped for twenty-seven years in the race of life, I have tried to fight it out manfully, asking quarters from no man, nor do I intend to. I have made my mistakes, like

the rest of humanity, but have accepted the results with as much grace as I could command, faulting no person but myself and in that respect I am free to say it was a case of charity beginning at home.

Mr. Murray was right; that was a bad winter along the I. R. C. The pall of death hung heavily over the road and ever and anon there came from its shadows to the ears of the listening people the sound of the moans of the maimed.

In addition to the above named accidents, Conductor Norman Broad met death at Amherst. His foot became caught in a frog, holding him fast while cars backed slowly down upon him, injuring him fatally.

Allen Cameron, fireman, of Truro, also met death in a head-on collision at Windsor Junction, to say nothing of other minor accidents. But then such has been and will be the history of the rail.

#### TRURO BOY'S INVENTION.

**Mr. Wimburn Nelson has Devised an Automatic Fire Box Door.— Is Placing it on the Market.**

Mr. Wimburn Nelson, son of Mr. G. P. Nelson, collector of customs, Truro, passed through town Wednesday evening en route from Sydney to Montreal, where he will place a device he invented on the market. It is an automatic fire box door for locomotives and stationary engines, and has been pronounced one of the best things of the kind ever produced. The moment the fireman places one of his feet on a plate in front of the door it flies open, and when he removes his foot to return for another shovelful of coal it closes, thus during the intervals between shovelfuls no cold air can get into the fire box. This, it is said, effects a saving of not only fuel and steam but machinery as well. There is less contraction of tubes in comparison to what would be if the doors remained open during the entire time the coal was being put in. The device is patented in Canada and the United States, and will also be patented on the other side of the water in Great Britain, France and Germany.

The Citizen heartily congratulates Mr. Nelson, who is a Truro boy, on the success that has attended his efforts as an inventor. Those who know, say he has a fortune well in hand. He has strong backing in placing it on the market.

Why are the new councillors like newly married men? Because their troubles have just begun.

FOUR GRADES 30, 35, 40 & 50 CENTS

GOOD AND PURE

**DAISY**

TEA

HAS THE QUALITY TRY IT! USE IT!

FOR SALE BY ALL DEALERS

**BOYD'S**  
DAYLIGHT STORE

The Store  
For New Goods

A specialty of This Store is made in the Selection of goods for Careful Buyers. A dollar will go farther at BOYD'S than elsewhere. At the same time you are getting good goods.

**R. S. BOYD & CO.**

PRINCE STREET

(Opposite Inglis Street)

TRURO, N. S.

Barber Shop---Peel's Popular Parlor, Inglis Street



MOTTO

Cleanliness and to please you

N. B.

We manufacture "Peel's Peerless Face Cream"

For use after shaving, also for chapped hands, etc.

#### Sawmill for Truro.

Mr. W. E. Logan is putting in a brow of logs at the rear of his property on Queen Street, which will be cut by a steam mill.

Mr. Wm. McLeod, the Victoria Square shoe-maker, will do as he remarks the devil never has done, leave Truro for a month's holidays in Halifax.

#### For Third Offence.

Several parties about town were served with papers recently charging them with third-offence against the liquor act.

The alarm of fire Sunday morning was for a blazing chimney on Brunswick Street. The horses had a hard time pulling the apparatus through the deep snow.



## S. S. INJUN HOCKEY STICKS

are made by the most expert Micmac hockey stick makers from carefully selected roots of the yellow birch. All roots are carefully air-dried before being manufactured, and are entirely made by hand. Yellow birch sticks made from planks that have been planed by machinery are brittle and practically worthless.

### The S. S. Injun Sticks

are the only all-hand-make stick made in Canada, and are recognized by all hockey clubs everywhere as being the Highest Grade Hockey Stick made.

S. S. Injun name and model are registered at Ottawa.

### Acadia Bookstore Co.

Sole Distributors for Truro.

### Stanfield-Smith Co.

LIMITED, TRURO

Originators and Manufacturers.

### BRUCE'S BAKERY

(The Old Reliable).

Breads, Cakes and Pastry of  
Every Kind.

Wedding Cakes a Specialty.

PRINCE STREET, TRURO, N. S.

Prompt Delivery. Phone 307R.

## The Engineers' Making Love.

BY ROBERT J. BURDETTE.

T'S noon when "Thirty-Five" is due,  
An' she comes on time, like a flash of light,  
Long 'fore the pilot swings in sight.  
An' you hear her whistle, "Toot-tee-too!"  
Bill Maddon's drivin' her in to-day,  
An' he's callin' his sweetheart, far away—  
Gertrude Hurd—lives down by the mill—  
You might see her blushin'; she knows it's Bill  
"Tu-die! Toot-ee! Tu-die! Tu!"

Six-five a.m. there's a local comes—  
Make up at Bristol, runnin' east;  
An' the way her whistle sings an' hums  
Is livin' caution to man an' beast.  
Every one knows who Jack White calls—  
Little Lou Woodbury, down by the Falls;  
Summer or winter, always the same,  
She hears her lover, callin' her name—  
"Lou-ie! Lou-ie! Loo-ieee!"

At six-fifty-eight you can hear "Twenty-One"  
Go thunderin' west, and of the screams  
That ever startled the rising sun,  
Jehu Davis sends into your dreams;  
But I don't mind it; it makes me grin—  
For just down here, where the creek lets in  
His wife, Jerusha, can hear him call,  
"Jeee-rooo-shee! Jehoo!"

But at one-fifty-one old "Sixty-Four"—  
Boston Express runs east, clear through—  
Drowns her rattle and rumble and roar  
With the softest whistle that ever blew;  
An' away on the farthest edge of the town,  
Sweet Sue Winthrop's eyes of brown  
Shine like the starlight, bright an' clear,  
When she hears the whistle of Abel Gear—  
"You-ou-ou, Su-u-u-e!"

An' 'long at midnight a freight comes in,  
Leaves Berlin some time—I don't know when—  
But it rumbles along with a fearful din,  
Till it reaches the Y-switch there, and then  
The clearest notes of the softest bell  
That out of a brazen goblet fell,  
Wake Nellie Minton out of her dreams—  
To her like a wedding-bell it seems—  
"Nell, Nell, Nell! Nell, Nell, Nell!"

An' somewhere late in the afternoon,  
You'll see "Thirty-Seven" go streakin' west;  
It's local from Hartford; same old tune  
Now set for the girl that loves him best.  
Tom Wilson rides on the right-hand side,  
Givin' her steam at every stride;  
An' he touches the whistle, low and clear—  
For Lulu Gray, on the hill, to hear—  
"Lu-lu! Loo-loo!"

So it goes on all day an' all night,  
Till the old folk have voted the thing a bore;  
Old maids and bachelors say it ain't right  
For folks to do courtin' with such a roar.  
But the engineers their kisses will blow  
From a whistle-valve to the girls they know,  
An' the stokers the name of their sweethearts tell  
With the Belle! Nell! Dell! of the swaying bell.

**OUR "AD." PATRONS.**

On the front page will be found an attractive advertisement of Truro's newest firm, Mr. F. C. Layton, dry goods.

Below, that of Mr. G. O. Fulton, who calls attention to the "Push" lead pencil. It is all Mr. Fulton claims for it. We have tried it.

In full page "ad." Roop & Co. make an interesting announcement respecting clothing, and furnishings.

On page two McCallum's Real Estate Mart makes an interesting announcement to home seekers.

The old reliable, F. Dexter & Co., on page three, tell of plumbing, etc.

On page four D. C. Dow speaks of steam and hot water heating and sanitary plumbing.

Newton Lee calls attention to his up-to-date livery and boarding stables.

Gunn and Lawrence say they have just what you want at their auction room.

G. A. Innis says he will frame your pictures. Wants you to see his samples.

Ross' Meat Market, in meats, fowl and fish, can suit you to a "T".

Black & Co., on page ten, call attention to that excellent brand of tea, "Daisy".

Boyd's daylight store, on the same page, says it is the place for new goods—the place for careful buyers to spend their money.

Peel, the barber, presents a picture of himself and the interior of his shop. They speak for themselves.

On page 11 you will notice that Stanfield-Smith Company speak interestingly of those S. S. Injun hockey sticks.

Bruce's Bakery announce on the same page good things in bread stuffs and pastry.

D. M. Griffin's page "ad." is chock full of interest to everybody. Dan will do just as he there says.

The Truro Hardware Company, on last page, speak of skates. This should interest many just now.

D. A. Tattie says he can save you money by attending to your clothing.

J. S. Hay & Co., men's and ladies' tailors, make a most interesting announcement.

Parker McKenzie wants you to understand that he has everything A-1 in the livery line.

Smith's Shoe Store tells you how to keep your feet warm and dry.

H. W. Ryan wants to sell you groceries, and he has the genuine articles.

Eli Archibald, the old reliable, has an interesting reminder respecting harness.

Ryan Bros. will sell you good groceries, provisions, boots and shoes.

The Park Hotel St. John, is home-like and up-to-date in every particular.

Will our readers, when about to make purchases, please consult Citizen ads. This is a labor paper, and those merchants and others who patronize our columns are practical friends of labor.

D. J. T. A. meeting as usual to-morrow night at 8.15.

**SNAP SHOTS.**

Jack Frost is in full possession.

Now is the winter of our discontent.

Let us be thankful—the ice crop promises abundance.

The fuel men have struck a gold mine.

With the water taps frozen and the liquor act in full force this is a dry town.

Lots of people would be happier these days if the price of fuel would rise and fall with the mercury.

**KNIGHTS OF THE GRIP.**

The boys report business none too good.

Mr. H. G. Rogers, the well known traveller of St. John, was in town this week.

Mr. Fred Wintermute, the Comfort Soap man, is hard at it trying to win that trip to England next year. Here's success to you, Fred.

Mr. L. J. Cox, the "Red Rose" man, handles good tea and plays good "stanes".

Mr. B. J. Starritt, the Britannia Clothing man, is at his home in Truro this week.

The following well known commercial men registered at the Stanley this week:—C. D. Kopell, J. G. LaBlanc, James Rodgers, J. W. Ewing, E. Lambton, W. C. Shaw, Montreal; C. Sinclair, E. Green, H. G. McCreedy, W. H. Bowser, Geo. Hogin, G. L. Flemming, H. C. Christie, M. McLelland, Toronto; H. F. Gunn, N. S. Huestis, St. John.

**AMONG THE SPORTS.**

Halifax curlers successfully defended the McLellan cup against Westville on Thursday.

It is now a case of scalp for scalp between the Spaldings and Regals in the matter of hockey. In the second game Thursday night the Spaldings won 3 to 2. It was a hotly contested game throughout.

The Spaldings will hold ice sports on the 16th and 17th. Do not forget the dates.

**Just a Reminder.**

Please bear in mind that subscriptions to The Citizen are strictly in advance.

**The Printing History**

OF

**The Sun Print Shop**

May be Concisely Written

**From Fair to Good****From Good to Better****Better Today Than Yesterday****Better Tomorrow Than Today**

GO TO

**The Sun Print Shop****FOR GOOD PRINTING**

Prince Street, near Waddell.

**Do You Intend Erecting a Monument or Headstone**

During the coming summer, if so now is the time to place your order and have your monument erected at any time during the Spring or Summer, we need the work now, and in order to get it we are prepared to make you a

**SPECIAL INDUCEMENT**

Call and see our stock and workmanship or write for design and price.

**A. J. WALKER & SON**

TRURO MARBLE and GRANITE WORKS

# Railway Passenger Assurance Company of London, England Established 1849.

**The Oldest Accident Insurance Company in the World.**

This company issues the latest and best form of Illness and Accident Insurance, and their contracts are unsurpassed in liberality.

It will pay the readers of this advertisement to ask for particulars of the new Form 7A policy, which covers Accidents and all Illness. Please note the following features:

1. The policy covers EVERY ACCIDENT, and EVERY ILLNESS.
2. Pays liberal indemnity for the loss of a hand, foot or eye, and also weekly indemnity between the date of the accident and the date of loss of sight or dismemberment. Pays the full face for death by accident.
3. There is an accumulation of 10 per cent, added to the face of the policy for 5 years, making each original \$1,000 of Insurance amount to \$1,500 after that time. The benefits payable for the loss of hand, foot or eye, increase each year, proportionate to the increase of policy.
4. Pays double benefits for death or injury received in the following manner: For injuries received while riding as a passenger in or on any public conveyance using Steam, Electricity, Compressed Air, Gasoline, Naphtha or Cable or within an Elevator Car provided for passenger service, or in burning buildings.
5. Pays Beneficiary Insurance, for death or accident received through travel accidents equal to one-half the face of policy.
6. If the insured be hurt while away from home, the Company will pay a sum not to exceed \$100.00 to put the insured in the care of his family. This is in addition to the regular weekly indemnity allowed under the contract.
7. Pays liberal hospital benefits.
8. Pays full weekly indemnity for quarantine either at home or abroad, for a period of ten weeks.
9. Pays full indemnity for a period of four weeks for sickness even though the insured be not confined to the house.
10. Pays for a period of 200 consecutive weeks for loss of time due to accidents, and for 26 weeks for sickness.
11. This policy is issued to men between the ages of 18 and 50 years.

For further information apply to

D. M. GRIFFIN,

Bank of Nova Scotia Chambers.

**SKATES! SKATES! TAILORING THE VERY BEST**

You will feel better if you will take an occasional spin on the ice. Be sure your skates are perfectly fitted and substantially constructed. We have the famous Starr also Boker's and Whepley's skates

Price 50c a Pair and Upwards

**HOCKEY STICKS**

Made of selected second growth yellow birch. Every stick has been carefully inspected

Prices 15c and Upwards

Special Prices to Clubs

Truro Hardware Co. Ltd.

**SAVE MONEY**

Ladies and Gentlemen:

Now is the time to have your clothes repaired, cleaned and pressed. THERE

IS MONEY IN IT FOR YOU I do the work neatly and with despatch.

**GIVE ME A TRIAL**

**D. A. TATTRIE.**

McKays Block, up one Flight  
INGLIS ST. Truro, N. S.

Men's and Ladies' Tailor. A full line of Imported and Domestic Woollens always in stock.

**INSPECTION INVITED**

**J. S. HAY & CO.**  
Inglis Street.

**Livery and Cab Service**

Promptness in Attending To The Wants of Our Patrons is the First Essential in Connection With Our Business.

**CABS MEETS ALL TRAINS.**

**Parker McKenzie, Prop.**  
Prince Street, Truro, N. S.

**PRIZE TEA & CHINA CO.**

Headquarters for Choice **APPLES AND TEAS**

**S. M. BENTLEY & CO.**  
Prince Street Truro, N. S.

**FOOTWEAR**

We confine our attention to caring for the proper covering of the feet

We concentrate our attention on this one line and are able to give good service

**Smith's Shoe Store**  
Inglis Street TRURO, N. S.

**CHOICE GROCERIES**

We carry a full line of Choice Groceries which we sell at the closest price consistent with good quality. Special consideration is given to cash customers

Our stock of Bobs, Shoes and and all Kinds of Footwear is Complete and Practical

**H. W. Ryan & Co**  
Prince Street TRURO, N. S.

We Have the Very Best of Everything in Horse Furnishings. We Make and Repair Harness.

**ELI ARCHIBALD**  
MASSEY-HARRIS BLDG  
Prince St., Truro, N. S.

**RYAN BROS.**  
GROCERIES AND PROVISIONS  
BOOTS, SHOES AND RUBBERS  
Inglis Street - Truro, N. S.

**SPRING 1909**

If you want a suit of clothes that fits you, as well as being stylish, we can do the trick. Our spring samples are everything that is nobby and up-to-date. We can give any kind of a fitting coat you desire—close fitting, exaggerated, or the up-to-date chesty effect.

**A. B. Cox & Co.**

HIGH CLASS TAILORING FOR MEN.  
INGLIS ST. TRURO, N. S.

**DR. T. D. McLEOD**  
Surgeon Dentist.

**Painless Extraction.**

All Work Guaranteed.

Crown and Bridge Work  
A Specialty

Office - News Building  
Havelock Street, Amherst.

**Park Hotel**

45, 47 and 49 King's Square  
St. John, N. B. Canada

The most pleasantly situated Hotel in the city, directly facing King's Square. Recently remodelled and refurnished thruout and now has among other up-to-date improvements, an electric passenger elevator to all floors. For luxury, comfort and view is second to no other house in the city.

Terms \$2.00 and 2.50 per day.  
E. HOWES, PROPRIETOR