

'S BEST!

ada's most noted makers of Men's, tions of the best makers of Haber- their best efforts and now this store,

For the Best

winter wearables and we solicit

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OTHER IDEAS.

Arrived.

revious efforts.
together with styles suitable for the
right.
of suit you require at whatever price

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Farm Implements.

a carload of carriages in steel and rub-

Light Draft Deering Farm Machinery.

Wood Cutters, Cream Separators, Drives, Sewing Machines, Organs, Mason and Pianos.

A. LeGALLAIS,

Water St., Campbellton, N. B.

PARISIAN

fine stock of new fall goods, Ladies' Coats, and Net Waists.

REN'S GOODS A SPECIALTY.

of Pin-frocks guaranteed to wear and wash. of Bear Coats, Hoods, Tams and Caps just

UR MILLINERY OPENING

of the week and will surpass anything ever ant a hat remodeled in the latest style, bring

wear, Belts, Guimpes, Trimmings, allover argains in Ribbons offered during the opening

MOWAT-MORTON

STYLES
N FALL FOOTWEAR

We Have Them.

Just Received is Something

satisfaction is the place to buy.

Scott & Co.

TT'S EMULSION

FROM THE MANUFACTURERS.

For sale

WHOLESALE AND RETAIL.

BY

G. McDONALD

Optician, Campbellton, N. B.
orders promptly attended to.
Store Tel. 58.

THE CAMPBELLTON GRAPHIC

ESTABLISHED: 1898
Graphic Inc.

CAMPBELLTON, NEW BRUNSWICK, TUESDAY, OCTOBER 19TH, 1909.

PRICE: Single Copy 5 cents
One Month, Per Year.

QUEBEC CITY FIRE STRICKEN

One Fireman Killed, And Docks,
Warehouses And Big Elevator
Fuel For Flames.
CUSTOM HOUSE BURNED.

QUEBEC, Oct. 17.—Losses estimated at between \$1,000,000 and \$2,000,000, 222 at between one million five hundred and two million dollars were caused by a conflagration which broke out at the Louise Embankment here on Saturday night, while one fireman was killed and another severely injured.

The fire broke out shortly after 8 o'clock in one of the grain carriers on the Louise Embankment, the Louise, a strong wind which carried the flames and cinders towards the harbor and it was found necessary to move the damaged Empress of Ireland, which was moved close by.

Impelled by the wind the flames spread from the elevator to the Redford wharf and sheds, which were packed with merchandise, coal, lumber, provisions and other inflammable materials.

Soon it spread to the custom house cinders firing the dome, whence the fire spread downwards, and in a few minutes the big dome crashed through the building, wrecking the whole interior.

By this time the fire seemed to have got control, beyond control, and was rapidly working its way toward the Pointe A'Carry wharf and the big cold storage building, which was loaded down with provisions awaiting shipment.

So serious was the outlook that urgent messages were sent for help to the city of Lévis, across the river, where the fire brigade was promptly sent over, the steam engine working from a tug, where it rendered splendid service, while the government steamer Strathcona joined in the work with its fire equipment.

So great was the fire by this time that sparks and cinders were carried a mile or more over the river to Lévis, below Lévis, where several small

fires were caused. The fireman made a determined fight at the customs house, to check the advance of the conflagration and it was here that the only fatality occurred. Fireman Porter was operating a hose from the top of an observation ladder, assisted by a Canadian locomotive fire.

Practically everything on the embankment was destroyed, including a train of loaded cars which had just been placed for transference to shipboard.

From the customs house the flames spread to the police station which was burned to the ground, and several other buildings were in imminent danger, but here the force of the blaze was checked. The wind dropped late in the night and by an early hour this morning all danger of further spread of the flames was over.

The entire fire brigade had to keep at work all night and through today, while relays will have to keep up the work for several days as the masses of grain and merchandise continue to burn, breaking out from time to time into a fierce blaze.

The losses will be very heavy, although they are partly covered by insurance. The elevator is insured with various companies to the extent of \$250,000, and the cold storage sheds, harbor commission building and police station were partly insured. There was no insurance on the custom house, and a number of the other buildings were uninsured. It is impossible to know for what amounts.

It is reported that one Montreal provision firm had 15,000 cubes of ice in cold storage, which, like everything else, fell a prey to the flames.

N. B. where they will spend the winter.

Mr. H. Sutherland manager of the Bank of Nova Scotia, New Richmond, has been transferred to the Paspé Branch. Mr. Macdonald is the new manager of the New Richmond branch.

Mr. Weston Howatson has begun the erection of a two-story residence on his village is growing rapidly in its building lines.

Mr. Felix Arsenault, a former harness maker, is building a large residence in New Richmond, near the Catholic church, which he intends to move into this fall.

Mr. Philip McCallan, who has been in the employ of the Bonaventure & Gaspe Telephone Co. during the summer, spent a few days at his home last week and left on Friday for Campbellton, spending a few days there, before leaving for Gaspe, where he will be employed by the same company.

Our friends and the counters are taking a good deal of business. Do not miss them, they will probably find just what you require. McKensie & Trueman.

Gannon's and Moir's Chocolates at McKensie & Trueman's.

We Clothe Boys

We know all about Boys, for we have been clothing them for years. There's a whole army of mothers who never think of going elsewhere for their boy's clothing.

Cash Discount.

On Saturday we give 5 per cent cash discount off every Boy's Suit sold here.

Our showing of reefers and overcoats is without a doubt the best we have ever offered.

BRUCE,

THE CLOTHIER.

INQUEST ADJOURNED UNTIL NOVEMBER 16 TO HEAR COOK'S STORY

Number of Witnesses Heard Friday Afternoon And Saturday Morning---Thompson Admits He Was At Fault.

TWO MINUTES TO CLEAR LINE.

The inquest into the deaths caused at the wreck at Nash's Creek on the morning of the 6th, was continued on Friday afternoon and evening, and Saturday morning, when a large amount of evidence was taken. The inquest was adjourned until Tuesday, Nov. 16, so that the evidence of the injured trainmen could be taken.

Afternoon Session. When the afternoon session opened, Mr. Henderson, the morning witness, was recalled and gave the distance between stations from Campbellton to Jonquet River. He Thompson's special left Campbell at 2:15 he would reach New Mills, six miles further on, about 2:30, judging by the earlier portion of his run. That would give him but ten minutes to make Jonquet River and get there at the same time as the express.

Henderson said he could have ordered Thompson into the siding at New Mills if there had been a night operator there or the operator could have done so himself.

Witness, to Mr. McKensie, said there were ten night operators between Campbellton and Campbellton, a distance of 185 miles exclusive of the distance to Jonquet River. He was not sure if there had been a night operator there or the operator could have done so himself.

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To Mr. Ralston witness said he was in the smoking car passing Jonquet River, and looking at his watch, saw make it. He was inside the semaphore when No. 24 struck us. I was on the sixth car from the engine, going over the top of the train towards the end.

"What did you go forward for?" "To see that there was nothing wrong and if necessary to put up the semaphore, to protect us. I thought they would be very close."

Saw It Was Close. "Do you mean that you happened to see the train not getting along as well as you expected?" asked Mr. Ralston. "I saw we were going to be very close when we were a couple of miles away from Nash's Creek. There was nothing I knew of working wrong, but the train did not appear to be going quite as fast as we had been."

You began to be afraid of meeting it? "I had no fear of meeting her, but I thought it would be very close."

"What time did the collision occur?" "As nearly as I could judge, about 2:35. I looked at my watch when we were a mile or a mile and a half away from the wreck and it was 2:34. I then began to fear we would not make it and got out on top. When we left New Mills I thought we were going to make it."

The collision occurred between 15 and 30 car lengths from the switch. I looked at my watch after it was all over. After the smash I went over the wreckage and called Fireman Smith, lighted a match, and we compared watches. It was then between 2:40 and 2:41 by our watches and this was two or three minutes after the wreck had occurred. I had compared my watch with the I. C. R. clock at Campbellton before leaving and Driver Whelan had also.

Why He Compared Watch With Fireman. Mr. Ralston questioned the witness why he had looked at his watch.

Conductor Thompson said it was important to him on account of his orders.

"Did you know there was any one killed?" questioned Mr. Ralston. "I thought there would be."

"Did you consider it more important to find the time than to find out whether there was any one killed?" "It was important to me to know the time on account of my orders; the witness said after considerable questioning."

Comparing Watches. He said he had compared watches with Driver Whelan after leaving Campbellton. He did not hear Driver Whelan's remark that they had an hour and twenty minutes to make it.

Quinted Further by Mr. Ralston witness said he seldom consulted with the driver of his train regarding the running of the trains, though it was occasionally done. He had compared his watch with that of conductor Lambie while coming in on the auxiliary train to Campbellton, and found them the same.

"Did you do that to find out whether or not you had been within your orders?" "I wanted to see how my watch compared with others."

To Mr. Ralston witness said his orders told him the Maritime was forty minutes late at Newcastle, which would make her due at Jonquet River at 2:40. If there had been a night operator at New Mills he would not have stopped there to wait for the train.

To Mr. McKensie the witness said that if the accident had occurred at 2:45 he would have been ten minutes on the Maritime time. As he should have been on the siding at 2:35 he had no doubt, when leaving New Mills that he could get to Nash's Creek at 2:35. The train had fifteen minutes to make it.

Conductor McCallan. Angus McCallan of Campbellton, witness, was the next witness and said he had been in the service since 1871. He repeated the order given him at Newcastle, as already given. He had not examined the records but had satisfied himself that the express passed Jonquet River at 2:40, as he looked at his watch at that place. He did not look at his watch after the

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GREAT INCREASE IN PRESSURE

New Sixteen Inch Main Connected
Sunday Water System
Has 85 lbs Pressure.

FINE FIRE SERVICE.

The new 16 inch water main recently laid at the water works, has been connected to the old 10 inch main, and the pressure in the new main is now 85 lbs. The old main was laid in 1871 and the new main was laid in 1909. The new main is 16 inches in diameter and the old main is 10 inches in diameter. The new main is laid in a trench 4 feet deep and the old main is laid in a trench 2 feet deep. The new main is laid

THE CAMPBELLTON GRAPHIC

Anslow Bros. Publishing Company, Ltd.

Publishers

H. B. ANSLOW, EDITOR AND MANAGER

CAMPBELLTON, NEW BRUNSWICK TUESDAY, OCTOBER 19th, 1909

UNFAIR CRITICISM

Unfortunately the man who is elected to serve as representative of his fellow citizens is expected to stand a great deal of abuse, and this has a very natural tendency to discourage good citizens from taking their share of public office. The local newspapers are too often guilty of unfair criticism because if an citizen is honest and is doing his best, his failure lies at the doors of those who elect him. But it is not often that a newspaper makes a dead set at a whole Council while admitting that their honesty is wholly above suspicion.

But in Toronto there is at present a case of that sort. The "Telegram" has for several weeks conducted a campaign of abuse against the Board of Control and Council that should certainly rest in belittling the City with any outsiders who may see the merits of the attacks on the whole of the representatives.

Equity while in Toronto reveals the fact that the deal of the Council made for the location of a huge iron works on land and mud flats in Ashbridge's Bay is considered a mistake by the proprietors of the "Telegram". Of course the fact that all the other city papers endorsed the bargain does not weigh with this autocratic sentiment who is currently understood to dislike and oppose any plan in which his important interest has been struck.

It is of course painful to think that the citizens made such a terrible mistake as to elect men, all of whom are now other than the "Telegram" proprietor, and that all the other newspapers, without exception, are so easily conducted as not to join with the "Telegram" in running down the city's representatives. Of course, this will be gradually remedied if the threatened action of the Telegram, to keep up the fight against every present member of the Council, until the last one is driven out, is successful.

Meantime it is sad to see a man who has done so much for his city, and who is currently understood to dislike and oppose any plan in which his important interest has been struck, and that all the other newspapers, without exception, are so easily conducted as not to join with the "Telegram" in running down the city's representatives. Of course, this will be gradually remedied if the threatened action of the Telegram, to keep up the fight against every present member of the Council, until the last one is driven out, is successful.

The Toronto Police Magistrate has instructed that anyone who is guilty of abuse will be treated the same as other offenders. This warning should help to restrain exuberance.

The Dublin Freeman's Journal is wrong in saying that on the Canadian West the "whore" is around the corner. The short-sighted farmers are too busy making fortunes out of wheat to raise any cattle, and wolves will not go any distance to eat straw.

That two well known brands of cigarettes cost only 50 per cent. of what they used to cost is a statement made by a speaker before the Street Railway Men Convention at the Labor Temple, Toronto, the other day.

IN MEMORY OF JOHN C. MORTON

Brother Orangeman, Helms Lodge, No. 1, 60, L. No. 44, Campbellton, New Brunswick.

Who departed this life for the higher degrees in the Lodge above, Wednesday, Oct. 6, 1909.

Gone beyond the silent river,
He has left us by the way;
Gone to realms of endless day,
Gone to meet our blessed Saviour.

Where our heavenly treasures are,
Gone from this vain world forever,
Gone within the Gates Ajar.

He is waiting for us yonder,
Just beyond the Crystal stream;
There, where every eye is tearful,
And the Saviour reigns supreme.

One by one they go before us,
Where no pain can ever mar;
And we know they're waiting for us,
Just inside the Gates Ajar.

Gone from every pain and sorrow,
Only gone from earthly care;
If we're faithful to the Master,
We shall meet our brother there.

'Till by grand to see our brother,
And a grander sight by far;
When our Father's hand, so loving,
Swings the Pearly Gates Ajar.

We shall meet with one another,
Where our heavenly treasures are;
And we'll meet our Orange Brother,
Just inside the Gates Ajar.

Brother Orangeman,
W. J. S.

INQUEST ADJOURNED

UNTIL NOV. 16, TO HEAR COOK'S EVIDENCE (Continued from Page 1)

The time still passed had then no particular significance to him, as he did not know of the order for the inquest. He looked at his watch at the time of the collision and found it correct. He had known of the clock being slow, but did not know that he was late on that night. Under the form of order used for the inquest, he would not expect to receive notice of the order. Although he was sometimes notified of such orders he did not consider that the fact that he was not notified showed a lapse of duty on the part of anyone else. Witness said that he thought he was not entitled to a notice because it was not notified from the usual cross order.

Walter McGinn

Walter McGinn, next sworn, said that he was rear brakeman on the freight special which was in the collision. He looked at his watch at the time of the collision and found the time was 2:38. He looked twice to make sure. He had checked his watch at 2:30 when they passed New Mills according to his own and Conductor Thompson's watches. They thought they had lots of time to reach Nash's Creek siding. He could not say that it was a practice to run on another train's time. He had never done so before in the six years he had been a brakeman. He figured they would reach the siding at 2:38 and the express would pass at 2:42. The conductor let the car at 2:34 to go forward over the train they were then within a mile and a half of the siding. They were running about 15 miles an hour when the collision occurred as the train was slowing down for the switch.

F. M. Anderson

Fred M. Anderson, the next witness, said he was the representative of the Shif's Lumber Co. at Campbellton. He was a passenger on the Maritime Express when the collision occurred. He was in the second to the last sleeper. He had seen out of his berth at Bathurst and did not sleep again. His first intimation of the accident was when the emergency was suddenly applied. He then felt the shock of the collision when the car came to a standstill. He pulled on some clothing and looked at his watch, which showed the time as 2:42. He afterwards compared his watch with that of Conductor Thompson and found that his own watch was a minute slow. It only took him a minute to dress.

Saturday Morning

That one and a half or two minutes only stood between safety and collision between the Maritime Express and the freight special on Nash's Creek a week ago, when three lives were lost, was just as the statement of Conductor J. H. Thompson who had charge of the freight special made on the witness stand at the inquest here this morning.

Conductor Thompson was briefly examined on some points which had not been fully covered in his testimony yesterday and during this he stated that in the afternoon of two minutes more the freight special could have made that siding and thus averted the accident.

H. H. Bray

At the opening of this morning's session considerable time was consumed in reading over the evidence of yesterday's witnesses, after which Intercolonial chief despatcher H. H. Bray of Campbellton went on the stand. He said he had been notified of the wreck between 2:35 and three o'clock on receipt of which he ordered the crane out from Moncton, and attended to other details in this connection. Bray said the locomotive which had been treated to take 32 after her arrival at Campbellton would have been available to take out the auxiliary train and no orders had been given against doing so, so far as he knew.

The auxiliary train left at 4 o'clock and would probably arrive at Nash's Creek an hour later, over two hours after the accident.

If that locomotive which was standing steamed up for No. 33 had been used, would not the auxiliary have reached Nash's Creek a good deal sooner?

"I scarcely think so," replied Bray. "We would have to wait for men in any case."

Witness admitted that doctors might have been sent down.

Mr. Mott asked if men around Nash's Creek could not be utilized, and Bray replied that all men in that vicinity were employed.

Regarding tools on trains for wrecking purposes, witness said that this was largely a matter of practice. About the only instruments they have in writing is obsolete, having been issued some time in the past. There are now wreckers in the shops to check out on engines. There was no shortage of tools at the Nash's Creek wreck, so far as he could see.

Mr. Desjardins

Mr. Desjardins, the witness, said the Block System of Train Despatching which on the I. C. R. is used more generally regarding passenger trains and means that one train cannot follow another, unless the preceding train is a station ahead. This is for the protection of passenger trains and is for preventing rear end collisions. The time order system was adopted on the I. C. R. about thirteen years ago previous to which there was no regulation form.

Mr. Ralston questioned as to whether the witness knew of any intention to do away with the block system on the I. C. R. was ruled out by the coroner.

Questioned by Mr. McKenzie, the witness said that for certain the Petit, Rocher and Berry's Mills had been done away with within three months, because the high traffic did not warrant their retention. Regarding the system of train despatching on the Intercolonial he said it was used on all the large railways in America, including the C. P. R. and the Grand Trunk.

To Mr. Ralston the witness said the personality of the drivers is generally reckoned with by despatchers, in giving orders, and was he thought part of good train despatching. Under wait orders given the Maritime would be obliged to wait at Jacques River until 2:40 provided she arrived there before that time.

Adjournment was made until ten o'clock Tuesday morning, November sixteenth.

ELDER HENRY CUNNINGHAM

Recommends

Vinol

For Weak, Run-Down People.



"I was run down and weak from indigestion and general debility, also suffered from vertigo. I saw a cod liver preparation called Vinol advertised and decided to give it a trial, and the results were most gratifying. After taking two bottles I regained my strength, and am now feeling unusually well." — HENRY CUNNINGHAM, Elder Baptist Church, Kinston, N.C.

Vinol contains the two most world-famed tonics—the medicinal, strengthening, body-building elements of Cod Liver Oil and Tonic Iron. Vinol contains no oil, and is by far the Best Strengthening Tonic obtainable. We return your money without question if Vinol does not accomplish all we claim for it.

A. McG. McDONALD, Druggist, Campbellton, N.B.

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THREE NEW-BRUNSWICK CASES IN SUPREME COURT

Local Lawyers go to Ottawa to Take Part in Arguments

Three important New Brunswick cases will come up before the Supreme Court of Canada on Tuesday. Local lawyers will leave for Ottawa this evening to take part in the arguments. The case of Chamberlain vs. The King is of an interesting nature. The action was brought by the applicant for the loss of five of his horses, bullocks and contents in Restigouche county, occasioned by sparks from a locomotive of the Intercolonial Railway.

The applicant claims that the spark protector in the smoke stack was defective. The evidence was taken before the late Mr. Justice Burdette, and the argument heard before Mr. Justice Cassels.

Adjournment was made until ten o'clock Tuesday morning, November sixteenth.

PAY DAY

Monday was pay day on the I. C. R.

FINISHED RAFTING

The men at the boom completed their work Monday morning.

The belief is growing that Spain is destined soon to line up with the republics. Attempts to imitate Britain's forms without Britain's spirit are not making out for continuous success.

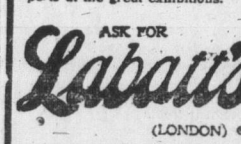
Temperance lectures are being delivered in front of the New York Stock Exchange. Prohibition Preferred is not yet listed, however.

Both Cook and Peary have been invited to the Canadian Club dinner in New York. Probably at least one plate of whale blubber will grow cold on that occasion.



Everyone needs something to create and maintain strength for the daily round of duties.

There is nothing better than an Ale or Porter, the purity and merit of which has been attested by chemists, physicians and experts at the great exhibitions.



NOTICE OF SALE

To Charles Poliquin, of the Town of Dalhousie, in the County of Restigouche, and Province of New Brunswick, merchant, and Margaret Poliquin, his wife, and unto all others whom it may or shall concern:

Notice is hereby given that under and by virtue of a power of sale contained in a certain Indenture of Mortgage bearing date the Fifth day of November, A. D. 1904 made between the said Charles Poliquin and Margaret Poliquin his wife, of the one part, and one James Martin of the Parish of Chatham, in the County of Restigouche, Farmer, of the other part, and which Mortgage was duly registered the thirtieth day of October, A. D. 1905, made between the said Charles Poliquin and Margaret Poliquin his wife, of the one part, and one James Martin of the Parish of Chatham, in the County of Restigouche, Farmer, of the other part, and which Mortgage was duly registered the twelfth day of November, A. D. 1904 as number 1021 on pages 291, 292, 293, 294 and 295 in Book "X" of the Records of the County of Restigouche, there will for the purpose of satisfying the money secured by said Indenture of Mortgage, a default having been made in the payment thereof, be sold at PUBLIC AUCTION, on WEDNESDAY the TWENTIETH DAY OF OCTOBER, A. D. 1909, at ten o'clock in the forenoon in front of the Court House, in the Town of Dalhousie, in the said County, all and singular that certain piece, parcel or lot of land and premises situated-lying and being, in the Town of Dalhousie, in the County of Restigouche and bounded as follows:- Beginning at a point on the northern side of William street one hundred and sixty feet distant westerly from the point of intersection of the westerly side of Brunswick street and the said northerly side of William street, thence at right angles in a northerly direction forty five feet from high water mark, thence in a westerly direction fifty five feet, and to within ten feet of high water mark, thence in a southerly direction until it strikes William street, thence easterly along William street forty five feet to the place of beginning, and preserving the same width from front to rear.

Dated this seventh day of July, A. D. 1909.

His James X Martin Mark

Signed in the presence of JAMES S. HARQUAIL

A. G. ADAMS & Co.

FURS! FURS! FURS!

We have just secured a lot of

Travelers Samples of High Class Furs

at a big discount and will offer the same and during the next two weeks at BARGAIN PRICES. These include: Fur and Fur-lined Coats, Mink, Sable, Persian Lamb, Fox Sets, etc. We would advise an early selection as the prices will run the best lines out very rapidly.

A. G. ADAMS & CO.,

Water Street, Campbellton.

GREAT BARGAIN SALE! OF WINTER GOODS

BEGINNING SATURDAY, OCTOBER 16, AND ENDING SATURDAY, OCTOBER 23.

This is your chance to get fitted out for the cold weather. Come early for goods will go with a rush.

HEAVY WINTER GOODS

Men's Suits, overcoats, and overcoats must be cleared out at prices ranging from \$2.50 to 7.50. A few boy's suits almost given away. A lot of men's pants, odd sizes from 78c to \$1.48. Men's heavy shirts, knitted flannel in grey and blue, and cloth at from 28c to 98c. Fall and Winter caps at from 18c to 68c, 10 per cent off Stanfield's and all heavy winter underwear and sweaters. Odd lines of underwear at greatly reduced prices. 10 per cent off Ladies' knitted coats and golf jackets.

DRY GOODS

Splendid quality flannelette at 6 cents a yard. White flannelette, good quality and wide, regular 12c now 9c. Roller towelling at 6 and 8c a yard, reg. 8 and 10c. Balance of print, ginghams, and duck greatly reduced. Splendid large heavy bedspreads for 95c. Ladies' winter wrappers at 95c. Ladies' fine lawn, hemstitched handkerchiefs, 2 for 5c.

BOOTS AND SHOES

10 per cent off all new stock of boots and shoes. Balance of old stock at from 18 to 88c.

GROCERY AND GLASSWARE

All new goods at reduced prices. A lot of glass butter dishes at 10c each. Salt and pepper shakers, in decorated china, at 5c each. Fancy Japanese Teapots at 12 and 15c each.

HARDWARE

Griffin saucepans, covered, 15, 20 and 25c. Granite wash basins at 15c. Pudding pans, 10c. Potato Mashers 5c. Tea Strainers 2c. Silver plated teaspoons, guaranteed for five years at 70c per dozen.

MANY OTHER BARGAINS

5 per cent in SILVER COUPONS given on all sale goods. 10 per cent on regular prices as usual.

H. D. CHISHOLM
DALHOUSIE, N. B.

Dr. J. WOODBURY'S HORSE LINIMENT
CURES DISTEMPER
NO HORSEMAN SHOULD BE WITHOUT IT. PRICE 25c.

Royal Bank of Canada,

INCORPORATED 1869

Capital \$4,800,000.

Reserve, \$5,500,000.

Total Assets \$10,300,000.

GENERAL BANKING BUSINESS TRANSACTED

SPECIAL ATTENTION PAID TO

SAVINGS ACCOUNTS

Branches in Gloucester and Restigouche Counties

CAMPBELLTON

DALHOUSIE

BATHURST

JACQUET RIVER

Social & Personal

Mr. E. A. Charters of Sussex is visiting friends in town.

Mr. and Mrs. J. McGinnis of Moncton, are visiting friends in town.

Mrs. Henry Ingram of Newcastle visited friends in town last week.

Miss William of Bay du Vin, is spending a few days in town.

Mr. and Mrs. W. C. Hulton returned from their trip to the States last.

Mrs. McKinnis of Moncton is the guest of Mr. and Mrs. William D. Kile.

Miss Stella McDonald was a passenger for Montreal, on the limited Saturday evening.

Miss Irene Urican has returned from Quebec, where she held her millinery opening.

Miss Elizabeth Miller of River Louis has accepted a position in Mr. A. L. Blain's office.

Mr. Ray O'Leary has returned from Dalhousie, where he was visiting his sister, Mrs. W. S. Montgomery.

Mrs. D. C. Birch, who has been visiting friends in Sackville, and Miss Verre, returned home at Saturday.

Miss Stuart of Sackville and Mrs. G. F. Dawson of Chatham were the guests of Mrs. Connacher for a few days last week.

Miss Greta Gray, who has charge of the primary department of Dalhousie School, spent Saturday at her home here.

Mrs. W. S. Montgomery of Dalhousie is spending a few days in town the guest of her parents, Mr. and Mrs. D. O'Keefe.

Mrs. D. O'Keefe, who has been visiting in town for the past week or two, left yesterday morning for Newcastle. She expects to return shortly and spend the winter here.

The funeral of the late John McNish of Andover was held at his father's home, Mr. Sandy McNish, at La Ni, on Friday at 2 p. m. and was largely attended. Mrs. McNish and son, Earl, accompanied the remains to Point La Ni.

Mr. J. J. Harrington made a short visit to Chatham and Newcastle last week.

The ladies of the Church of England are making preparations for their annual autumn sale and supper. The date has not yet been decided upon, but will doubtless be within the coming week. Affairs held by this congregation are always well organized and most successfully carried out, and deserve a large share of patronage.

Mrs. Thomas Baldwin entertained a number of high teas, on Saturday evening from four to eight, the occasion being the anniversary of her little daughter's birthday. About twenty little ones were present, who thoroughly enjoyed the goodies prepared for them and which was so temptingly served and the games, which some of the older folks seemed to enjoy almost as well as the little people.

Mr. Stewart-Ellis who has been at home for some time, suffering with a crushed hind, returned to Amherst to resume his work being entirely better.

Sunday was Children's Day in St. George's Church. Everything had been splendidly arranged and beautifully managed. The church which was entirely closed out of the juvenile portion of the congregation was very creditable indeed and considering the short time which they had been practicing, the young people and the organist deserve much praise.

General regret is expressed at the resignation of Rev. Mr. Carson, the present rector of St. George's. It is to be hoped that the reverend gentleman, who has made many friends during his stay in Bathurst, may reconsider his decision, and remain for some time longer in charge of St. George's church.

The people in this section are quite busy getting in their potatoes. The crop is considered very satisfactory.

An entertainment is to be held in the Presbyterian church here on Thursday evening, in aid of foreign missions.

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When in Need of a New Suit

Just drop in and see our fine Stock of Suits and Overcoats for fall and winter wear. We have the "know how" of cutting to perfection.

Giance at Our Stock

will convince you. We have pleased others and can also please you.

J. A. McLEOD.
O'Leary Building, Water St.

Fraser of Korrindale, B. C. with her two daughters, Miss Kate and Mrs. Robin Arsell have reached home safely after having spent some time in Esquimaux, the guests of Mrs. John Fraser and Mrs. Samuel Pike.

Mr. and Mrs. Clarence Edwards who were married in Campbellton on Oct. 6th, by Rev. Mr. Thomas, received their friends on the evening of that day at the home of the bride's parents.

Mr. and Mrs. Chas. Brown, Mr. and Mrs. Edwards have many friends who wish them a happy journey through life.

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