# THE NEWCASTLE UNION ADVOCATE

VOL 42—NO. 15 NEWCASTLE, NEW BRUNSWICK, TUESDAY, DECEMBER 7, 1909. PRICE TWO CENTS.


## INTERNATIONAL RUSHING WORK

### Bad Weather Interferes With Completion of the Road. Freight Traffic Heavy.

### 1,000 MEN ARE WORKING

Mr. Thomas Malcolm of the International Railway, is making a determined effort to complete as much of the International Railway as possible this fall. At the present time there are one thousand men employed grading at St. Leonard's end, about thirty miles having to be completed, on which much work has been done.

The long continued rain of the past three months has delayed operations very much, the contractor expecting to have had this work done before Nov. 15th.

Already eighty miles of road are in operation and large quantities of freight are being hauled over the road. This freight is principally for the umber operations along the new road which is opening up fine lumber and farming country.—Graphic.

### BATHURST

BATHURST, Dec. 2.—Mrs. J Foley and her daughter, Bessie, were in town during the week on their way to Virginia where they will spend the winter.

Miss Loan of Belledune, is visiting with friends here.

Miss Sewell of the Marsland Co, went to Chatham this week. Her place is being supplied in the branch here by Miss MacPherson of Chatham.

Mr. George Kent left last week for Moosejaw.

Miss Sisk is spending this week in town with friends

The Nepisiquit Lumber Company have ordered six 130 horse power boilers for their new mill, from Messrs. E. Leonard & Sons, St. John

Miss Fitzjerald of Jacquet River is in town this week.

Miss Lottie Devereaux has returned from a visit to friends in Dalhousie

Mr. Albert Melanson returned on Monday from Campbellton, where he spent a few days.

Mr. and Mrs. S. Melanson celebrated in avery pleasant manner the anniversary of their marriage on Saturday evening. A number of friends were present at their home who were progressive whist was enjoyed a recerche luncheon was served. The guests were Mr. and Mrs. H. M Buckley, Mr and Mrs P J Veniot, Mr and Mrs. J. J. S Hacney, Mr and Mrs J Leger, Mr and Mrs A Gallant, Mr. and Mrs. J. J. Melanson, Mr and Mrs H G Poirier, Mr and Mrs H A Melanson, Mr and Mrs. T. Canty and Mr. and J F. Doucett.

Misses Josephine and Mary Estelle Rive of Caraquet were the guests of Mrs. H. Bishop during the week.

Mr and Mrs J A Morrison made a brief visit to Campbellton, recently.


### WORTH ITS WEIGHT IN GOLD

**Miona Has Reached a Cold Standard, Says Harry Ellis of Fergus, For Stomach Trouble.**

Harry Ellis of Fergus, Ont., says; "I believe that Mi-o-na for the cure of stomach trouble, is worth its weight in gold. It cured me from a stomach difficulty that seemed to puzzle all other prescriptions and remedies. I was unable to eat, the food would ferment and form gas and make a serious pressure on my heart. There were terrible pains in the pit of my stomach, I became weak, drowsy, discouraged and later I got nervous and could not sleep or rest. This disease makes one feel like not wanting to see any human being and produces melancholy and forebodings. I was told to try Mi-o-na, and when I commenced on the first box I had hardly any faith in it, but the first two days' treatment made the pain in my stomach cease, and to make a long story short, the upshot of my using Mi-o-na was that it cured me wholly, and I now can eat what I like and when I am hungry. I am an ardent advocate of the use of Mi-o-na."

T. J. Durick sells Mi-o-na Tablets, the dyspepsia remedy that is making such surprising cures throughout Canada, for 50 cents a box, guarantees them to cure, or money back.

Minard's Liniment Cures Distemper.


### DEATH PENALTY FOR FLYING NEAR ST. PETERSBURG

**An Edict Announces That Any One Found Within Ten Miles of the Capital, or Near Any Fortress, Will be Shot.**

ST. PETERSBURG, Nov. 30.—An imperial edict published today forbids the flying of any airship of any description within a radius of ten miles of St Petersburg, or near any fortification in Russia. Venturesome aviators who transgress this edict will be shot without warning.

Thus the Czar puts the official taboo on aviation. The new science has never found favor in Russia, and various repressive measures regarding it have been adopted.

### N. B. BIG GAME SEASON IS CLOSED

FREDERICTON, Dec. 1.—The hunting season in New Brunswick was brought to a close last evening. The number of non-resident sportsmen has been quite up to the average, but owing to unusual weather conditions, and the entire absence of snow in many sections, fewer big game have a bounty on wild cats the officials of been killed. The largest moose head brought to this city was secured by a boy named Phillips, at Little Lake, Sunbury County.

The attention of Surveyor-General Grimmer was today called to the fact, that, although the game laws provides the crown land office have so far this season refused to recognize claims of this kind. He has directed that the bounty be paid upon applicants producing the necessary certificate from a game warden.

## COMERCIAL MEN WANT LOCAL SLEEPER

### Petition I.C.R To Place Sleeper on Maritime From Moncton to Campbelton

### WOULD BE A GOOD MOVE.

The commercial travelers in the maritime provinces are circulating petitions which will soon be presented to the I. C. R. board of management asking that an extra sleeping car be attached to the maritime express between Moncton and Campbellton. Under the winter timetable the maritime express is the only fast train between Moncton and Campbellton, and the time of its arrival and departure at Campbellton, it is claimed, is such as to make the through sleeper of little use to passengers between these points.

The train arrives at Campbellton Moncton and points east at 3.15 a. m. and coming from Campbellton leaves at 5.15 a. m. What the commercial men want is a sleeper that they could enter at Moncton, which they leave about 10 o'clock and on arrival at Campbellton have the car dropped off on a siding so that they could continue their slumbers undisturbed until 7 or 8 o'clock. In the same way if a sleeper was available at Campbellton they could enter it at night and when the east bound express came along the car would be attached and the passengers could arise at a reasonable hour.

Under the present conditions many of the travellers patronize the day coaches, rather than bother with the sleeping cars, for the little time they have to occupy them.

The petitions will be presented through the Maritime Commercial Travelers Association, and they are being signed by many. Campbellton is looked upon as the headquarters for the commercial men on the North Shore, and if a special sleeper was put on as they are asking for, they say it would be a paying investment, as under the changed arrangements practically all the travelers would patronize it.

[illegible]

## BLAME CREW OF FREIGHT TRAIN

### Responsibility for Wreck at Nash's Creek Placed on Conductor and Driver of Freight.

The jury empannelled to enquire into the I. C. R. wreck at Nash's Creek when Driver Robert J Whelan of Moncton, Driver John Morton, of Campbellton, and Express Messenger Wm. Morrison of Campbellton, returned the following verdict:—

"That under the existing rules of the road we are unanimously of the opinion that Conductor Thompson and Driver Whalen were responsible for the accident which resulted in the death of John Morton, Robert J. Whalen and Wm. Morrison at or near Nash's Creek. We wish to place ourselves on record that we are not in sympathy with the order that leaves the responsibility with train crews. We strongly recommend that a sufficient number of night agents be appointed to safeguard the travelling public as well as train crews.

"(Signed)—Geo. G. McKenzie (foreman), A. G. Adams, Robert L Duncan, Patrick O'Leary, Alex. Dionne, J. E Asker and Daniel Richards."

#### EVIDENCE OF FIREMAN COOK WAS TAKEN

A feature of Tuesday afternoon's session was the evidence of fireman William Cook, who was badly injured in the wreck, and who has since been confined to bed. The ujry went to the residence of Allan Miller to take the evidence of fireman Cook, who lying in bed and replying to the coroner said he was feeling pretty well. He said he had been 12 years on the I. C. R He remembered the trip on the night of the accident, but could not remember the accident He recalled leaving Moncton with Driver Morton. They were a little late and some time was made up but was lost owing to a wait at Chatham Jct and Newcastle. He reemmbered an order received at Newcastle which was in effect they should cross No. 40, a freight special at Busby's between Bathurst and Newcastle and wait for Thompson's at Jacquet River until 2.40. He remembered crossing the freight and stopping at Bathurst. They were holding their own time from Newcastle north. He did not think a stop was made after leaving Bathurst until after the accident happened. He remembered distinctly that Morton took the time of the arrival at Jacquet River.

#### Driver Morton Said 'We're all Right'

When nearing the semaphore Morton pulled out his watch and witness did the same. Morton looked at both watches and said, 'We're all right.' They then ran past Jacquet River. He could not remember now what his time was nor what Morton's showed but was satisfied at the time that all was right. He tried hard to remember what time it was but could not, while in the hospital for a time he could remember nothing. Then it came back to him. His mind was blank after leaving Jacquet River. He could not remember approaching Nash's Creek, of seeing an approaching light or anything being under the train, though people at the wreck told of talking to him at the time. He said he was satisfied at the time he and Morton looked at their watches at Jacquet River and all was right.

Cook got up well under the examination. He is still very weak and can only move himself in bed by means of a long leather strap attached to the foot of the bed. His face shows signs of scars, and one leg was amputated while anym severe burns cause great pain.

#### STATION AGENT'S EVIDENCE TAKEN

The other witness at the afternoon session of the enquiry was R. A. McMillan, station agent and operator at Charlo. said his hours were from 7 a. m. to 7 p. m. but on the morning of the accident he was out to put a lady passenger on 23. He heard the freight special go past but did not note the time. He could not remember whether the clock was correct, and could not recall correction being made on that date.

Witness said to the coroner he never knew any variation more than two minutes in 24 hours in the clock. He said he thought the freight special passed Charlo within five minutes before 2.18.

At the evening [illegible] R. A. McMillan was [illegible] was on duty on October 5th, and the book showed there was no correction recorded on that date. As a rule the clock was correct. It might vary one minute in a week when the spring run down.

Mr. Ralston wished to have recorded that he asked if writs were served on J. H. Boyle, trainmaster, of the C. P. R. at Montreal, and Claude Price, train despatcher at Moncton.

The coroner said he had sent subpoenas, but they had not responded.

#### MR. MOTT DISCUSSES THE EVIDENCE GIVEN

Mr. Mott announced the evidence for the crown all in and said he did not think it necessary to address the jury unless the other legal representatives did. He thought the case had been gone into very thoroughly and he did not propose that there should be any addresses to the jury. The inquest, he said, was to enquire into the deaths of John Morton, Robert Whalen and Wm. Morrison. He did not propose to take up time discussing the evidence other than to state that he would like to thank the authorities of the I. C. R. for the help they had rendered the court in the inquiry. They brought witnesses here at their own expense and produced records and did everything possible to further the inquiry. The only thing he would like to speak about was the issuing of orders, the nature of the orders and of their being initialled.

Despatcher Bray testified that the orders given were the same as all other large railway systems The agent at New Mills, it appears, had been dropped three years ago and according to Conductor Thompson, it would have made no difference to him in running past if there had been an agent there. As to the time, all the officials on the express tra a swere it was 2. 40 sharp when they passed Jacquet River, except Baggage Master Montgomery, who said his watch showed barely 2.40 but it was that time before they got through the yard. In opposition to that testimony they had the evidence of the operator at Jacquet River, who said t was 2.38 or 2.39. There was the evidence of Thompson that he arrived at Charlo at 2.00 and checked out at 2.04, while the station agent said the clock showed 2.11 when they arrived and 2.15 when they left. Con Thompson's fireman Smith, and Brakeman McGinn said the accident happened about 2.38 or 2.41. Against that there was the evidence of F. M. Anderson, a passenger. His watch showed it occurred at 2.44 or 2.45, and now there was the evidence of the station agent They must take into consideration at Charlo that his clock was correct. that Thompson said it was 2.36 or 2.37 when his train was two miles west of Nash's Creek. They must consider that if Thompson used judgement in running over 23 cars to set the semaphore or if he should have stopped his train and sent a brakeman ahead to flag the approaching train. The evidence regarding the alleged delay in sending the auxillary was not within the scope of the investigation. But owing to the delay being brought out he thought it well to bring to public notice to see if sufficient energy was displayed to get the train away.

The jury retired at 8.30 and returned at 9.15 with the verdict.

The coroner thanked the jury and discharged them.

Regarding the matter of subpoenas at the Clance Price and J. B. Boyle, it was [illegible] Mr. Price only received [illegible] Moncton on [illegible] and he [illegible] he would come today [illegible] coroner replied that it was too late. Mr. Boyle, living in Montreal, [illegible] the jurisdiction of the court.

[illegible] stay in the city [illegible] being poisoned [illegible] mistaken [illegible] and ring [illegible]


CASTORIA

For Infants and Children.

The Kind You Have Always Bought


### DISASTROUS GALE SWEEPS CAPE BRETON COAST

**Enormous Damage to Shipping [illegible] for Safety of Steamer Maud, Bound to North Sydney.**

NORTH SYDNEY, N. S. Dec. 1.—The most disastrous storm since the memorable gale of 1873 raged on the Cape Breton coast last night, resulting in immense damage. It followed a series of heavy blows which has prevailed for over a week.

The steamer Bruce, for Newfoundland, which was obliged to remain in port, broke away from the terminus wharf and as a result three men who were on the gang-way going aboard, were thrown into the water, narrowly escaping death.

There is much anxiety for the safety of the Norwegian steamer Maud, which left St. John's (Nfld.) on Saturday for North Sydney, and has not been heard of since. The steamer, Kamtjord, which left St. John's at the same time, arrived here yesterday. It is feared here that she was caught in the big gale. She is a steamer of 1,351 tons net register, and is owned in Tonsberg. She was built in 1907 and carried a crew of about twenty-five men.

The schooner Helena, from Bonne Bay (Nfld.) for Halifax, with a cargo of 3,000 quintals of fish has put into Channel (Nfld.) in a sinking condition She was caught in a gale last Friday.

The Associated Press says Chinamen are eating wildcats to make them ferocious. We should think it would make any animal ferocious to be eaten by a Chinaman.

## HEAD COOK DIES VERY SUDDENLY

### Syloanus Ellis of Stonehaven Died at Athol Cook House

### ONLY ILL A FEW MINUTES

Sylvanus Ellis, who for the past two years has been head cook at the Cook House at Athol, died suddenly a short time after retiring Tuesday night.

Mr. Ellis had worked as usual all Tuesday and it was not until after he retired that he complained of being unwell and asked his wife for a drink of water. Being unable to swallow it, he asked that a doctor be summoned, but before a physician arrived he had expired.

Deceased was about fifty-two years of age and leaves a wife and family to mourn the loss of a kind and devoted husband and father, who have the sympathy of all in their sudden bereavement. The remains were forwarded to Stonehaven, Glo. Co., on Thursday morning for interment.


### CURE IT IN ONE DAY

**Coughs and Colds Disappear Like Magic When Hyomei Is Used.**

If the thousands of people who suffer from hacking cough and agonizing colds would arouse themselves sufficiently to follow this advice, they would cease to complain within 24 hours.

Here is the advice, if you take it and you are afterwards sorry that you did, it won't cost you a penny.

Go to [illegible] and purchase a Hyomei (pronounced Hi-o-me) outfit. It will only cost you $1.00. Take it home; use according to directions and if [illegible] cold, take it back and [illegible] will refund the purchase price.

Mrs. I. Coon, of John street, Acton, Ont., says: "I had a swelling come near my eyes which was caused by the catarrhal condition. I had to cough up the bad impurities that dropped into my throat, and I felt as if a hard cold had attacked me, right in my head, nose and ears as well. A week's treatment of Hyomei overcame my trouble. I am glad to endorse Hyomei."

When you use Hyomei you don't swallow nauseating drugs. You simply breathe in the soothing, pleasant and antiseptic Hyomei air through the little pocket inhaler that comes with each outfit. As this medicated air passes over the inflamed parts, relief comes almost at once and cure follows.

Hyomei is sold by T. J. [illegible] catarrh, croup, grip [illegible]


## WILL SUBMIT MUCH EVIDENCE

### Mr. Mott Says it Will Then Be For Mr. Hazen to Decide on Action.

### SUITS WILL LIKELY FOLLOW

ST. JOHN, Dec. 2—W Albert Mott, K. C., who represented the crown in the inquiry held at Campbellton into the I. C. R. collision at Nash's Creek, when asked what steps would be taken in view of the verdict of the jury, throwing the responsibility for the wreck on Conductor J. H. Thompson and Driver Robert J. Whalen, said he would send the evidence and the verdict to the attorney-general and it would be for him to decide what further action should be taken.

Driver Whalen was killed in the wreck and Conductor Thompson returned to Moncton last evening after attending the inquest.

It is understood that several suits for damages are to be instituted against the I. C. R.

J. L Ralston, of Amherst, who represented the widow of John Morton at the inquest, stated yesterday that he had been instructed to enter suit against the railway but he would not say for what amount. It was said that the widow of William Morrison also contemplated taking action.

### PARLIAMENT TO ADJOURN ON TUESDAY NEXT

OTTAWA Dec. 1.—Parliament will adjourn for the Christmas holidays on the 7th, and will resume on the 10 of January. It is expected that the French treaty will be given its third reading this afternoon, after private bills have been disposed of. In this case the Senate will probably adjourn on Friday until after the holidays.

Writs have been issued for the Lunenburg and Dufferin by-elections to fill the vacancies caused by the retirement of Mr. A. K. MacLean to become Attorney General of Nova Scotia and the death of Dr. John Barr. Nominations are set for the 15th of this month and polling on the twenty-second.


THE MATERIALS USED IN "THE D. & L." EMULSION are the finest the market affords, regardless of expense. In cases of wasting diseases, loss of weight or loss of appetite, it is taken with great benefit.


## THE MAYOR OF PHILADELPHIA

### Has Good Words for the Intercolonial Railway.

Among the many recent letters received at the office of the General Traffic Manager of the Intercolonial Railway, expressing appreciation of the excellent train service, is one from the Mayor of Philadelphia, who "on frequent occasions has been a traveller between Montreal and Matapedia. In the course of his letter the Chief Magistrate of the "Quaker City," after praising the very comfortable conditions of travel that are experienced by those who journey by the "People's Railway," expresses his sincere and hearty thanks for the courteous and attentive manner in which he has been treated on every occasion when travelling over the line. Needless to say such voluntary praise from so prominent a patron of the railway, affords great satisfaction to the Management.

A Kansas man has married his former wife's mother, thus furnishing another solution of the mother in law question.

A Denver surgeon who performed an operation on the wrong boy should listen to a friend in the practice [illegible]

New York supreme court judges [illegible] $21,[illegible] rate article [illegible]