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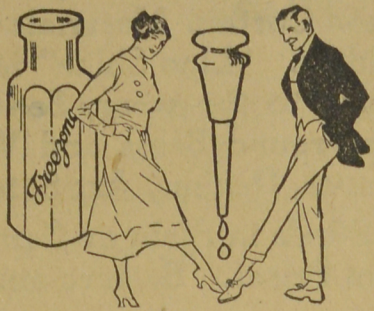
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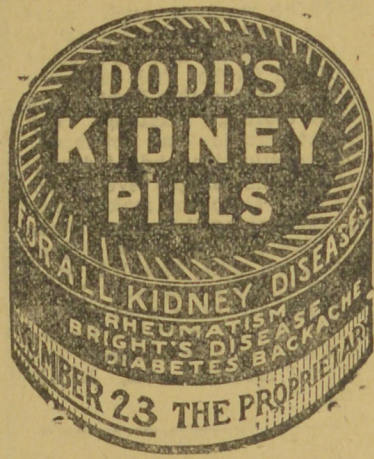
THIRSTY GANG SCOOPED IN SOME BOOZE

Sydney, N. S., March 19.—Luring the police away by a shack fire set in a distant part of the town, a gang of men armed with sledge hammers and crowbars and other implements, and weapons, this morning stormed the police station at New Waterford and made off with several wagon loads of liquor before the authorities became aware of what was going on.

The attack on the building occurred at four o'clock. A few minutes before that hour an alarm of fire at No. 14 Colliery Road was answered by the policeman on duty, who turned out with the firemen. As soon as they left the building the gang, lying in wait, broke in, smashing open the steel cells in which the booze was stored, backed up wagons and lowered the barrels from the windows and doors. The work was still going on when the officers returned, although the gang made a complete getaway with the exception of an Italian who was caught in the act of lowering a keg of beer from a window. There was a carload of liquor in the station which had been seized in transit recently on the C. N. R.

Brevity may be the soul of wit, but just the same it doesn't tickle a man when he finds himself short.

All the chaps who used to burn the midnight oil inventing perpetual motion machines that will put a jag into a pint of water.



CARAQUET RAILWAY MUST GIVE AN IMPROVED SERVICE

(Continued from Page Two)

company had paid \$65,000 for \$45,000 in bonds in England and had been bearing no great burden. A year ago it had increased freight rates and was practically holding up 25,000 people. He knew whereof he spoke for he personally, had bought for the Company the bonds, the common stock, and the Gulf Shore Railway. He knew exactly how much money had been involved. The Company when it said it was bearing an excessive burden was deceiving the public.

MR. PECK said he hoped the hon. Minister of Public Works would be able to force the Company to come to terms.

MR. POTTS said that the matter looked worse the more it was discussed. It was an awful power to place in any one man's hands, to enable him to go to a Railway Corporation and say that it must do this, or it must do that. He did not care who the man was.

MR. MAGEE—"Did the hon. gentleman ever live on a branch line?"

MR. POTTS—"I travelled over a good many in the last campaign."

MR. ROBICHAUD said he was going to ask that very question. Here was a whole county served by a branch line. This was such a Railway that 250 people from the lower end of Gloucester County, had been kept for 24 hours in cattle cars, and the freight charge on a car-load of potatoes from Shippegan or Tracadie to Gloucester Junction was the same as to Halifax or Montreal. The sooner a change was made the better.

HON. MR. VENIOT said he did not wish the House to think that he was endeavoring to obtain undue power.

MR. POTTS—"I intended nothing personal in what I said. I would say the same of any individual."

MR. VENIOT pointed out that by the act of 1903 all railways built since 1891 came under the Minister of Public Works with most drastic powers. The Gulf Shore Railway had been built in 1897 but later by being united with the Caraque Railway had been taken from under that act. That legislation provided no protection in connection with Railways built prior to 1891.

MR. PECK asked if the Company could lift its rails and sell them.

HON. MR. VENIOT said that the Company could be prevented from scrapping its rails and plant. After the refusal of the offer of the Dominion Govt. the Company actually had produced an offer for its plant as scrap.

MR. MAGEE gave some instances of the disabilities under which the people of the Eastern part of Westmorland County had labored when the N. B. and P. E. I. Railway had been under independent management. He stated also, that last year the Canadian Govt. Railways had given little better service. He was pleased that this discussion had occurred for there was not enough discussion on Railway matters. As far as the Caraque Railway was concerned he sympathized deeply with the Minister of Public Works and the people of Gloucester County.

MR. MERSERAU said he agreed to some extent with remarks made by the hon. member for St. John City (Potts). The power proposed was too drastic. On behalf of the bond holders of the Caraque Railway he would say that the Dominion Govt. had offered \$200,000 for the line but there was also an offer of \$250,000, from lumbermen in Manitoba for the rails and rolling stock. The Company had made an offer to sell for \$350,000, or to submit to arbitration, the arbitrators to be appointed by the Dominion or by the Province. The bondholders deserved some protection. They said the road did not pay. Eventually he believed, the Dominion Govt. would take it over.

HON. MR. VENIOT said the hon. member was under a misapprehension. The money expended by the present Company for the Railway was \$65,000 for bonds, \$10,000 for expenses of purchase, \$30,000 for common stock in the Caraque Railway, \$15,000 for common stock in the Gulf Shore Railway. The Company never had had a better friend than himself. He had gone to Ottawa at his own expense in an attempt to have the line purchased by the Dominion Government. The Company had appointed a manager who would listen to neither the Company nor the public and who had run the road down. That man would make freight rates an old complaint were made increase them the next day. He (Veniot) never had told before of the expenditure by the Company but he would tell now. The price proposed by the Dominion Government \$200,000 would be as much if not more than that paid for other branch lines. The real earnings of the line had been concealed by the old Company and the new company was doing the same. Not one dollar outside of net earnings ever was put in the road. Its purchase was a speculation and the speculators had no right to come to the legislature on grounds of sympathy. The development of the natural resources of Gloucester County was being retarded by this Company. He spoke for a County with 34,000 people and it was a shame that capitalists from Ontario should come down and attempt to block this bill.

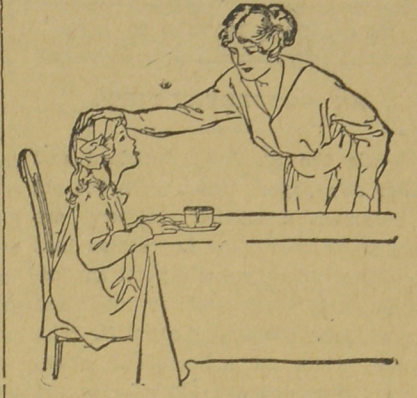
MR. POTTS said the remarks of the hon. member for Sunbury (Mersereau) had cast light on the matter. It would be a crime if this bill should go through. The hon. member had said that the Company had expressed its willingness to submit to arbitration. If this bill concerned the St. Martins Railway it would not go through.

HON. MR. FOSTER—"I can show you a worse act than this passed by the Dominion Parliament."

MR. POTTS—"Don't dig into railway matters. If we did we would uncover things which would make

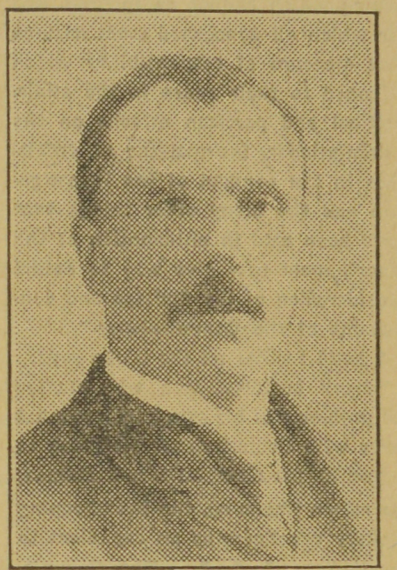
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Numerous other articles space will not permit us mentioning. Call and see for yourself on Wednesday morning.

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