

The Union Advocate
A WEEKLY NEWSPAPER
Established 1867

Published Wednesday Afternoon
Subscription Price, \$1.00 Per Year
United States, \$1.50 in Advance
Copy for changes of advt. must be
in this office by 10 o'clock Tuesday
morning.

J. H. BROWN, Man. Ed

WEDNESDAY, SEPTEMBER 1, 1915

GERMANY'S "CONCESSIONS"

A considerable section of the press not only on this side of the water, but in Great Britain also, is crediting the United States Government with having achieved a considerable moral victory in securing from Berlin an undertaking that ocean liners will not be sunk by German submarines without warning and without safety of the lives of non-combatants, provided the liners do not try to escape or offer resistance. Hard thinking and those who have closely followed the trend of affairs will probably not see so much of a victory in it.

It is the veriest nonsense to say that Germany is moved to make this concession out of deference to America's representations. Two months ago after the first representations were made from Washington, regarding the sinking of the Lusitania Germany maintained a stiff upper lip, and in effect told the Washington government that no change in her submarine policy could or would be considered for a moment. Since that time, conditions have very materially changed, and the enormous losses which the submarine fleet has sustained, has convinced Germany that she was playing a losing game, which it would be better to abandon, if only a reasonable excuse could be found whereby she might save her face and not have to publicly confess the complete failure of her policy. There can be no reasonable doubt that the Arabic was destroyed with the deliberate intention of raising another protest from Washington, and thus give the German ruler a chance to gracefully back down. He has essayed to make a virtue of necessity, but the motive is too apparent to hide.

Germany would like to back down everywhere, if it could only be done without having to confess her failure. She would be glad to see peace today on the terms of the status quo before the war. She sees ruin—worse, total annihilation staring her in the face, and gradually drawing nearer. She sees her enemies increasing their offensive blitzy, while her own are daily getting less. She seeks now to carry favor with America in the hope that when the debacle does come, the latter will stand her friend. America however, has forfeited all right to any say in the discussion of peace terms when the time to talk peace arrives. She made no protest when Germany started on her wild career of lust and slaughter; she sat by heedless of all, until her trade was interfered with; the ravagement of Belgium was to her a small matter in comparison with the loss of a few dollars in trade.

Last Christmas, Germany would have told President Wilson to "go to blazes" or anywhere else he pleased with his protests. He would do the same thing today if she were not very well aware that she is now in the position of the under dog, notwithstanding her achievements in Russia, which, while spectacular, really count for very little, and that little only temporary.

Since the foregoing article was put in type, news of the destruction of the Allan liner Hesperian has been received. As yet no authentic account of the sinking of this vessel is available, and while there seems to be an inclination to take it for granted that her loss is due to the activities of a submarine, there is no clear proof that such was the case. She was reported to have passed the danger zone when she was struck, and it may be possible that she struck a floating mine that had not drifted, and not to have been torpedoed at all. Germany has been guilty of many follies, and has time and time again shown that she has no respect whatever, even for her own undertakings, but it can scarcely, one would imagine, be possible for her to declare on Wednesday that she would, out of deference to American sentiment, sink no more liners without warning and then on Saturday proceed to do the very thing she promised not to do.

TALK OF PEACE

While all honor is due to His Holiness Pope Benedict for his humanitarian efforts in the cause of peace, and while full weight will be given to the high and lofty motives which have induced them, it may be doubted whether the time is yet opportune for any such movement as His Holiness seeks to inaugurate. Premature efforts to bring about peace are likely to do more harm than good; when peace does come, it must not only be peace with honor, but it must also be peace with safety. There are no two opinions about the fact that there can be no peace with safety as long as Germany and what may be termed Hohenzolernism remains uncrushed.

President Wilson shows that he has a thorough grasp of the situation when he expresses his determination to take no part in any peace movement until the Allied powers show that they are ready to discuss such a matter. Nothing however, could be more erroneous than the statement contained in a recent despatch from Washington which declares that "the financial condition of the leading belligerents would compel consideration of peace overtures before the opening of another winter campaign." This is the belief held in circles said to be "usually well informed regarding affairs at the Vatican." Such a statement may be, and most probably is, true in so far as Germany is concerned; but considerations of finance have most certainly not yet begun to trouble any of the Entente nations. Britain's resources are as strong as ever; France likewise, Russia has so far experienced no difficulty in raising all the money she has needed, and Italy's resources have scarcely begun to be touched. If events are to wait until "financial considerations" compel the Allies to consider the question of peace, the war is likely to last a long, long time yet.

BOX CARS OR BATTLESHIPS

The Regina Leader (Liberal) recently rose to remark that "Premier Borden has been endeavoring to arrange with the British Admiralty for the safe transport of Canada's surplus grain crops to Europe. What a pity it is that Canada did not proceed with its own navy as Sir Wilfrid Laurier proposed."

What a pity indeed! Sir Wilfrid brought forward his naval policy in 1909 and he went out of office in 1911 with nothing done, except to call for tenders for some light cruisers. These tenders were called for and offers put in in May 1911, and for more than five months these offers were allowed to lie in the dust in the Departmental buildings at Ottawa, where the Borden Government loomed when they came into power. It was the fault of no one but Sir Wilfrid Laurier and his colleagues that Canada did not proceed with its own navy. In view of the opinion it expresses, it would be interesting to know if the Regina Leader, as a western journal, approves of Hon. Geo. P. Graham's statement that "the West is more interested in box cars than in battleships." And if it feels that such a statement does not represent Western sentiment, will it expiate Mr. Graham?

MOST EFFICIENT

RAILWAY SERVICE

The Advocate's representative returned on Monday from a very pleasant trip over the Intercolonial Railway, and the Grand Trunk Railway to Toronto, where he attended the 57th annual meeting of the Canadian Press Association, and also took in the Toronto Exposition. Only the best can be said in praise of the efficient service rendered their patrons by these two railway systems. Every convenience is at hand and employees are most courteous. Taking the Ocean Limited over the Intercolonial Railway, to Montreal, and connecting with the International Limited over the Grand Trunk to Toronto, that weariness of long distance travelling so much dreaded on the slower trains, is to a very large degree eliminated by reason of the comfort afforded on these well equipped and modern trains.

A GOOD SCHEME

Cobourg, Ontario, has adopted a plan of advertising which might and could be followed out with much success by the Town of Newcastle. At the Grand Trunk Railway station stands a large sign board about four by six feet upon which is emphasized in large letters the opportunities held



Lantic Sugar

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MONTREAL

To Vote This Month On Union

Presbyterians to Take Another Vote on Joining With Methodists and Congregationalists

Church Union between the Presbyterian, Methodist and Congregational Churches of Canada is to be brought to a final issue by the vote of the whole of the Presbyterian Church of Canada within the next four months. An official pamphlet containing copies of all documents approved by the General Assembly has just been published and distributed among the Churches. The documents tell the complete story of the progress of the union movement from its inception in 1899, and show how from small beginnings it has gradually gathered momentum, which culminated in a vote of 388 to 74 in its favor at the Kingston Assembly last year. The pamphlet also contains two short statements of 599 words each setting forth the reasons for and against Church Union. These statements have been drawn up by the majority and the minority of the Church Union Committee and are clear and concise in their diction. The supporters of union lay special stress upon the growing needs of the churches and the peoples in Canada for a united and allied front and for the

elimination of merely monetary competition. It emphasizes the fact that the basis of union is thoroughly even, ethical and that the policy is distinctly Presbyterian and nothing vital will be lost.

The reasons against union, as set forth in its minority statement, contend for the preservation of the old distinctions and call for more cooperation. They claim that there is no demand for Union, and that the present agitation is hurtful to the Church. That the basis of Union is inferior to Presbyterian standards. The first vote to be taken is in the risen fields and this has to be concluded before October 1st next. The pastoral charges will vote before December 1st next and the vote of the Presbyteries will take place before January 1st, 1916. All the returns must be in the hands of the Clerk of the General Assembly not later than March 15, 1916. The ballot paper contains one question: "Are you in favor of Union with the Methodist and Congregational Churches of Canada on the basis of Union approved by the General Assembly of 1912—No. Yes."

One great drawback was the lack of funds. The treasury must be kept up. The world should be saloonless by 1930. Loyal Temperance Leagues should be established everywhere for the child. When the Christ spirit became the spirit of individuals and nations there will be peace. Mrs. J. S. Perry reported on Mothers Meetings, and Traffic in Women; and a paper, entitled "Anti Narcotics" was read.

At 4 o'clock a school of Methodism conducted by Mrs. Hyslop, Dominion Organizer. The Treasurer's Report showed a balance Sept. 15, 1914 ... \$ 345.92 Collections ... 15.17 Receipt for year ending Aug. 31 545.60 Interest on money in bank ... 2.85 Disbursements ... 500.40

NEWCASTLE

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W. C. T. U. CONVENTION

(Continued from page 1.) should have failed to deal heroically with so tremendously serious a problem. Victory might be withheld an English freer herself of the accursed thing. France had prohibited the sale of absinthe, and it is reported that Italy had very narrowly restricted the sale of liquor. The U. S. A. and many other countries were gradually and quickly going dry. Though Canada was spending \$80,000,000 a year for liquor, temperance was gaining. The N. S. Temperance Alliance was doing good work. Saskatchewan and Alberta gains were cheering, and Quebec was largely dry, and Ontario tending in that direction. In N. B. the temperance people were more than disappointed in the attitude assumed by those in whom they trusted would do something worth while. How long, O Lord, how long!

This was the age of prosperity for women. One by one, restrictions—social, personal and political—had been coming down.

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Notice to Public

R. H. Gremley wishes to thank the Newcastle firemen and the many citizens who so promptly rendered all the assistance in their power at the burning of his Livery Stable. He also wishes to inform the public that he is doing business the same as usual, AT THE OLD STAND where all his old patrons and any new ones will receive the best attention. 35-1m.

NEW STOCK—A new line of Wedding Stationery has just been received at The Advocate Job Dept. Also Ladies, Misses and Gents cards.

New Summer Footwear For Men Who Work

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