

THE UNION ADVOCATE

A WEEKLY NEWSPAPER
Established 1887

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Per inch, each subsequent insert, 25c.
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Births, Deaths or Marriages 75c.
in Memoriam 75c.
Poetry, per line 10c.
Caps and Black Face Readers 15c per line minimum charge 60c.
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Persons having no account with this paper will oblige by a remittance with the copy of advertisement.
Contract Display Rates on application.
All kinds of Job Printing.
Address all communications to
MIRAMICHI PUBLISHING CO. LTD.
NEWCASTLE, N. B.

BE ON THE JOB

If you are a merchant and run at this week and none next, appearing before the public only spasmodically you are not far distant from the merchant who will close his door and go fishing right in the busy season. The time when advertising best pays is in times of depression. It is then that the buyers need urging and encourage ment. Most merchants hereabout are complaining of dull trade and a scarcity of cash; but as sure as the snow crop in New-Brunswick it is a fact that people always strain the point and respond to real bargain offers. Every store has bargains that the trading public knows hot of but you may stock your store with the very best goods and sell very little if your selling effort consists only of sitting behind the counter waiting for customers. Be guided by your own business sense and prepare each week a persuasive selling ad that will carry a strong appeal to the thousands of Northumbeland county homes in which The Advocate is a weekly visitor.

GET THE NEWS IN EARLY

People who think that a local news paper is set up in a day or two have a small conception of the amount of mechanical work required to get out a paper. Even with the fast linotype machine it means work is going ahead all week in the preparation of the paper and in order to avoid a jam-up at the last; reports of meetings and events happening in the week have to be collected and set up in type as soon as possible after they have transpired. If our good friends; including our valued correspondents; and advertisers; would bear this fact in mind they would not defer handing in matter for publication to the last day and expect to see it in print. Often enough; an item is left out and the contributor is surprised and sometimes "hurt". If we were to attempt to handle this week-end material on publication day it would mean holding over an equal volume of last minute news. When you realize the situation as outlined here in a few words; wouldn't a little thoughtfulness help wonderfully?

SOME FACTS

Premier Veniot told the farmers and dairymen last week that there were twenty thousand automobiles owned in New Brunswick at the present time, estimated to be worth \$2,000,000. It costs about \$4,500,000 annually to keep them in repair and \$1,500,000 is expended each year for gasoline. And yet, people are constantly complaining of hard times.

From statistics compiled by the Dominion Bureau of Statistics.

WIM TUES. 10

ments of Agriculture it is estimated that the value of agricultural produce grown in New Brunswick last year on farms of fifty acres or over was \$23,000,000. Who will say that the farmers of New Brunswick are not thrifty.

According to Premier Veniot automobiles to the value of \$20,000,000 are owned in this province eighty-eight per cent of which are the property of the farmers. Surely it cannot be said that New Brunswick is poverty stricken.

EDITORS MAIL

We are not responsible for opinions expressed by writers under this heading. Correspondents would oblige by writing legibly, and on one side of the paper only, name and address (not necessarily for publication) must always be sent. Correspondence should be as concise as possible.

To "Union Advocate"

I know not how others feel with respect to the bickerings, which are appearing in the public press between the clergy on the "Church Union" question, but to my mind it is nothing short of ignominy.

Surely matters have come to an acute stage when one minister of the same denomination, will accuse another fellow-minister of deliberately making mis-representations and mis-statements while he in turn charges the other with disloyalty, deceit, subterfuge; etc. etc. I am quite sure the public regard such a method of procedure as anything but Christian like and it is little wonder that many people refrain from taking an active part in church matters, or even desire to attend public worship on Sunday, with such a state of affairs existing among the clergy.

No doubt there is two sides to this "Union" Question like all other questions and both pros and antis are entitled to their respective opinions, but I fail to see, why it is necessary for opposing clergymen to resort to bickerings and personalities over such a vital question.

If such a vast difference of opinion exists between the two forces, as there is claimed to exist by those who give vent to their opinions in the public press, it is rather difficult to understand how, for so many years, it was possible for them to tolerate each other in the various courts of their church.

To the on-looker, it would seem that the sooner a division was made the better, and perhaps then Christ's Church will reclaim that which she has lost and become a greater force for GOOD than she has ever been before...

In any case the public would be much better satisfied, if members of the clergy would attend to their religious duties and PREACH THE WORD OF GOD, rather than to be bickering and wrangling among themselves over this "Church Union question" which the people themselves have the sole right to determine.

I have very little doubt that if the clergy would keep out of the issue, the people would have very little difficulty in solving the question in a very short time and in a perfectly satisfactory manner.

Respectfully

A SUBSCRIBER

THE GOOD SURVIVES

Evil is self-destructive—that which is good survives the test of time.

THE TEN COMMANDMENTS

A New York pastor says is foolish to expect the old Ten Commandments to apply to these modern times. He says we must have new ones. Perhaps he would be as well to expect the old Ten Commandments to apply to the old ones first.

BISHOP ASSAILS BANK MANAGEMENT

With Home Bank Failure as a Text.

Bishop Fallon, London, Ont., has addressed an open letter to Premier King, regarding the Home Bank failure, in which he said:

"Despite Government supervision, finance ministers, inspectors, auditors and the Bankers Association the Home Bank was able to go unchecked for more than a decade of years in its career of incompetence, deception or dishonesty, until the whole structure fell to pieces, and brought misery and suffering to hundreds of thousands of Canada's citizens."

"The collapse of the Home Bank, however, is but an incident in a financial condition that calls for immediate and effective action. By discourses from general managers, glowing annual reports; by eloquent discourses; from general managers by empty resolutions of uninformed shareholders and by culpable negligence in the finance department, the people of this country have been lulled into a sense of security concerning their surplus earnings entrusted to the banks of Canada."

The Bishop severely arraigns bank management.

LOOKS FOR LARGER CUT OF LUMBER

Hon. C. W. Robinson Says 100,000 Acres Burned Over Last Year.

The province, Hon. C. W. Robinson said in an interview, lost 400,000 acres through forest fires last year but a great deal of timber from the area burned over will be saved.

It is estimated, he said, that there will be an increase in the amount of lumber cut on the Crown lands alone of 75 per cent. And, according to all reports, the minister added, there will be a proportionately large increase in the amount cut on privately-owned lands. The Crown land cut in 1922 was about 200,000,000 feet. Much of the increase this year will be made up of lumber from burnt lands where a determined effort is being made to get out all that is possible. However, it is expected that there will be considerable loss, Mr. Robinson asserted, as the streams will only carry a certain amount and the lumber operators are limited by this.

Regarding the complaints that the weather had been unfavorable and that it might not be possible to get out all the timber which it had been planned to cut, the Minister of Lands and Mines said that there were always influences at work which were detrimental and that if they were not enough snow there was too much, or perhaps it was too much rain which set the work back. A fair average might be struck, however, he concluded, if the number of men employed this season were compared with the number kept in the winter of 1922 and 1923.

RAIL COMMISSION TO HOLD SITTINGS

The Board of Railway Commissioners of Canada will sit at St. John on Wednesday, Feb. 6, at 10 o'clock to hear representations of parties concerning the application of the Express Traffic Association of Canada, representing the express companies doing business in Canada and also the express department of the Canadian National Railways, for such an adjustment of rates as will permit the company to earn a fair return for their services. Sitings will be held at Halifax on Monday, Feb. 12, and at Montreal on Tuesday, Feb. 13.

Ladies Winter Coats Less 33 1/3 p. c. Discount

We have decided to make a final clearance of Ladies Coats—to forget profit—to give you the Garments less than manufacturers cost.

There are about 20 Coats left to choose from, some late arrivals received after the new year. Every garment is less 1-3 of the price.

It's Your opportunity—Our loss.

J.D. Breaghman & Co.
LIMITED

Headquarters for Beds and Bedding

Dead In The West Was N. B. Native

Vancouver, B. C., Jan. 14—Frank A. Tingley, for the last 10 years superintendent of dining and parlor cars and news service of the Canadian Pacific Railway at Vancouver, died at his home here this afternoon after an illness extending over a period of three months. The late Mr. Tingley was born in Sackville, N. B. in 1866 and during a railroad experience of more than 40 years was identified with dining and sleeping car departments in various parts of Canada, the United States and Mexico. Mrs. Scribner of this town is a niece of the late Mr. Tingley.

KEEP LITTLE ONES WELL IN WINTER

Winter is a dangerous season for the little ones. The days are changeable—one bright; the next one cold and stormy, that the mother is afraid to take the children out for the fresh air and exercise they need so much. In consequence they are often cooped up in overheated, badly ventilated rooms and are soon seized with colds or gripe. What is needed to keep the little ones, well is Baby's Own Tablets. They will regulate the colds, and by their use the baby will be able to get over the winter season in perfect safety. The new sales tax will not increase the price of Baby's Own Tablets, as the Company pays the tax. You can still obtain the Tablets through any medicine dealer at 25 cents a box, or by mail; post paid from The Dr. Williams' Medicine Co.; Brockville, Ont.

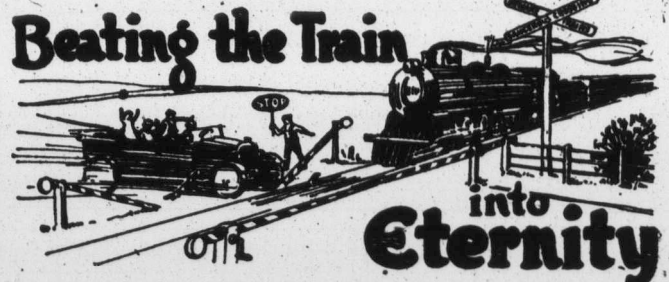
Here and There

A new record has been established by the Department of Marine and Fisheries in the number of white fish eggs collected for hatchery purposes in the Great Lakes and the Lake of the Woods. A total of 463,560,000 eggs were obtained, which exceeds all previous collections in the province of Ontario.

A new deposit of soapstone has been discovered on Trap Lake, a small lake south of Wabigoon Lake, in northwestern Ontario. The quality of the stone has been reported as excellent for various industrial uses, and practical trials are under way. Water transportation is available direct from the deposits to Wabigoon and Dryden, on the main line of the Canadian Pacific Railway.

It is announced by the Canadian Pacific Railway that two free scholarships covering four years' tuition in architecture, chemical, civil, mechanical or electrical engineering at McGill University, are offered, subject to competitive examinations, to apprentices and other employees enrolled on the permanent staff of the company and under 21 years of age, and to minor sons of employees.

Canada's fisheries production during 1923 is estimated to be worth \$40,000,000. At the beginning of the year it was not thought that anything like this mark would be reached, for the Fisheries tariff had cut deeply into exports to the United States. But so the new year was so good and prices generally improved, that the fisheries along the Atlantic coast, especially, a much better mark.



IN line with new legislation being passed in the various States of the American Union aimed to diminish the alarming number of accidents through reckless driving of automobiles, particularly on level railroad crossings, the Board of Railway Commissioners for Canada has requested the Canadian Pacific Railway to submit information bearing upon similar dangerous practices by motorists on various portions of its system so that use may be made of the information with a view to endeavoring, through education, to minimize the occurrence of such dangerous practices.

In a Bulletin issued by the Board of Railway Commissioners on June 15th, 1923, 54 cases of danger at protected crossings are cited for the period October, 1922, to May, 1923, and of these fifty are declared to have been due to the carelessness of motor drivers. "Motor accidents," says the bulletin, "are becoming more frequent. Every sane motorist deprecates this. If accidents are to be lessened, the sane motorist must educate the culpably negligent motorists."

All highway crossings are by law protected by signs, and they are only dangerous when the driver of the automobile makes them so. They are not dangerous if motorists will take a small part of the care they exercise in turning on a city street. It is the motorist's carelessness that makes them dangerous. The train has right of way. Everyone knows what may happen if the plainly seen warnings are disregarded at a point where the motor car can stop while the train cannot.

The surprising part of it also is that safeguards and precautions erected by the railroads are so often entirely ignored. Time after time newspaper reports show that crossing alarm bells, barrier gates and even watchmen waving "stop" signals mean nothing to the man in the

motor car who is determined to beat the train to it.

Coroners' juries are usually more discriminating and put the blame where it belongs, but the general public, seeing the usual newspaper heading, "Train Crashes into Motor Car," starts out with the impression that the train must necessarily be to blame, when, as a matter of fact, a fairer statement of the case would be "Another Auto Gets in Path of Fast Train." Quite as often, too, the heading should read, "Flying Auto Dashes into Moving Train." Frequently the auto strikes the train well behind the engine, a convincing indication that the motorist too frequently treats the railroad crossing with the same casual notice that he gives the intersection of a quiet country road.

Out of 32 level crossing accidents that happened in Ontario during 1922, 22 were the result of the motorist not heeding the stop signal, and seven were the result of running into the lowered gates or actually passing under them after they were lowered or while they were being lowered. One man had no headlights and apparently did not see the gates were down while the remainder in other ways tried to cross in front of the engine in order to save time.

In an editorial on this question, the Toronto Star says that: "In a country like this, with its magnificent distances, and railway systems with twenty thousand miles of track, the time may never come when all level crossings will be eliminated. With motor cars in use everywhere there is no railway crossing so remote but that a motorist may use it. It is his business to see that he does so at a safe moment. It is his business for two reasons: (1) because it is the presence of him and his car at that time and place, and not the coming of the train, which creates the risk of a crash; and (2) because if there should be a crash he and his car will be crushed, and not the train."



Whatever You Bake

WHETHER you are making bread or pastry, cakes or cookies, the best flour for all your baking is Beaver Flour. "Beaver" is a blend of the two finest wheats grown—Ontario winter wheat and Manitoba hard. It makes whiter, more appealing bread, lighter, more delicious cakes, flakier and better pastry. Uniform blending guarantees baking results. Takes less shortening.

THE BEAVER MILLS, CHATHAM, ONT.
Maritime Representative, H. E. Raine, Halifax, N.S.

BEAVER FLOUR
Blend of the Best