

THE UNION ADVOCATE
A WEEKLY NEWSPAPER
Established 1867

Published every Tuesday afternoon, at Newcastle, New Brunswick, by the Miramichi Publishing Co., Limited.

Subscription price in Canada and Great Britain \$2.00 a year; in the United States and other foreign countries, \$2.50. All subscriptions are payable in advance. Single copies 5 cents each.

ADVERTISING RATES
The Rates for Transient Advertising in The Union Advocate, Effective January 1st 1921 are as follows:
Per inch, first insertion.....75c.
Per inch, second insertion.....40c.
Per inch, third insertion.....35c.
Per inch, each subsequent insert. 25c.
Per inch, Card of Thanks.....75c.
Per inch, Engagement Announcement. 75c.
Per line, Reading Notices.....10c.
with minimum charge of 50c.
Births, Deaths or Marriages.....75c.
In Memoriam.....75c.
Poetry, per line.....10c.
Caps and Black Face Readers 15c per line minimum charge 60c.

Persons having no account with this paper will oblige by a remittance with the copy of advertisements. Contract Display Rates on application.
All prices above are for Cash. All kinds of Job Printing. Address all communications to **MIRAMICHI PUBLISHING CO. LTD. NEWCASTLE, N. B.**

TUESDAY, JANUARY 4th, 1920

MR. L. S. BROWN HONORED BY HIS NATIVE TOWN

(Continued from page 1)
er's chair in his usual genial and eloquent manner.
Ex-Mayor C. E. Fish in proposing the toast to the honored guest referred to Newcastle's many sons who had gone forth and made good, not the least of whom was Mr. Brown. Mr. Brown doubtless had many difficulties to contend with in promoting properly and so forth, especially at such a time as this when the masses are restless, help and material costly, and the preservation of equilibrium between all these forces is absolutely necessary. Mr. Brown he felt sure would succeed in this.

They would need Mr. Brown's help to properly develop Newcastle's natural resources and fine shipping port and manufacturing centre. This was the logical part for much of the western port trade. A railway was badly needed from Newcastle to Tracadie to link up with the Caquet railway. He hoped Mr. Brown would further this plan. The Club had many other improvements in view. While a project is not without honor for a time except in his own country, Mr. Brown had lived long enough to obtain full honor in his own home town.

Mr. Brown replied gracefully to the eulogy given him and proceeded to talk business. These were trying times for railway men. For the strike at Sydney, the railway management was not at all responsible, but has been drawn in by circumstances. The steel companies feel that their railway employees should not have affiliated with the railway organization, as they were engaged in a purely private industry. But the organization took them in and now feels that they must of necessity protect them to the extent of its power. The directors of both steel plants refuse to recognize the Labor Unions. The latter asked for arbitration, but the companies refused to consent to this.

STOPPED HER HEADACHES

Years Of Suffering Ended By "Fruit-a-tives"

112 HAZEN ST., ST. JOHN, N. B.
"It is with pleasure that I write to tell you of the great benefit I received from the use of your medicine 'Fruit-a-tives', made from fruit juices. I was a great sufferer for many years from Nervous Headaches and Constipation. I tried everything, consulted doctors; but nothing seemed to help me until I tried 'Fruit-a-tives'.
After taking several boxes, I was completely relieved of these troubles and have been unusually well ever since". Miss ANNIE WARD.
50c. a box, 6 for \$2.50, trial size, 25c.
At all dealers or sent postpaid by Fruit-a-tives Limited, Ottawa.

Consequently the railway unions have put a seal on business with the steel plants. But the railway men are acting very fairly in continuing to handle coal from the mines—they merely refuse to handle steel. The next move he presumed would be from C. N. R. President Hanna, and he hoped there would soon be a settlement. Mr. Hanna had met the demands of railwaymen fairly, had given the organizations back pay, etc. He had met them in all things.

He, (Brown) always had in mind the improvement of conditions on the Miramichi. On July 1st, the Government on taking over the Caquet Railway had found a skilston-worn road such as he had never seen before. At that time there was no appropriation for upkeep of the new acquisition, but he had fished enough from somewhere else to make some repairs on it. He found ties needed, tanks needed, and there was not a telegraph wire or telephone within a decent distance. When the train got stuck in the snow, someone had to walk two or three miles to telephone. Even on the 25th inst, the train with 50 passengers got held up till the light of the 27th. He had asked for money to have that road standardized by next summer. They were putting a telegraph line at once so that, this winter, when the train gets stuck, we may at least know where she is. He would also like to see the railway extended from Tracadie round to the Miramichi and that would be his aim and care. There are branches less valuable than that would be on a Miramichi line. From Tracadie to Bathurst 35,000 people live and between Tracadie and Newcastle perhaps 15,000. He would close this gap as soon as possible. Miramichi was his home and his parent's home and around him tonight he saw men whom he had known as boys and whom he had seen grow up and succeed. Among them were a retired Engineer (Andrew McCabe) and P. B. Wheeler. This demonstration of friendship on the part of Newcastle was very gratifying. Though he was removing his office further west he would still have oversight of all the east. He would do all in his power to improve conditions everywhere, never forgetting the Miramichi. Great applause.

SPECIAL OFFERING

A special offering for the building fund was recently taken in the local Baptist Church and the encouraging sum of \$15.00 was received. The Choir presented Mrs. T. A. Scribner, the organist with a beautiful gold pendant, set with pearls, as a token of her faithful service.

"BUY AT HOME"

FROM DAVY JONES

Inventor Is Confident He Can Wrest Riches.

Simon Lake Is Man Who Claims He Has Devised Perfect Salvaging Submarine—Will Seek Gold Long Under Water.

With the waters of the Atlantic ocean swashing over his head, Simon Lake, submarine inventor, expects to excavate the bottom of Long Island sound, off Port Morris, N. Y., and try to salvage \$5,000,000 gold bullion from the treasure chests of the H. M. S. Huzzar. The treasure has nestled on the bottom for 119 years.

If Lake desires, he says, he will be able to smoke a cigar, sing a song and twang a ukulele on the bottom of the ocean while the treasure is being recovered with a new salvaging submarine machine which he has just perfected.

The story of the Huzzar and its buried gold is as romantic as any sea yarn ever spun by Jules Verne or Robert Louis Stevenson. It begins at a date when pirates roved the Atlantic, and promises to end with a submarine climax.

Chapter 1 shows the British warship Huzzar, launched about the year 1760, to the top of a wine bottle. From this point the story carries the windjammer through the adventurous times when Captain Kidd might be found at any time hiding behind the next wave, and narrates her exploits as a utility vessel in the British navy.

The last trip of the proud Huzzar was when she started to the American colonies in 1780, carrying a cargo of golden wealth in her hold. In making the waters of the harbor, at a time when Hell Gate was not adequately charted, she struck a rock and stove a hole in her bottom. She tried to make shore, but didn't, and sank off Port Morris. The treasure, which was to have paid off the soldiers of the crown, sank with her.

Thirty years ago a company was organized on Staten Island to attempt the salvage of the Huzzar gold. The most accomplished diver of the day spent much time in the water. He succeeded in bringing up a hard oak rib of the ship and a few coins of little value, and then was forced to give up his efforts. The experiment cost the salvage company \$20,000.

The oaken rib of the good ship Huzzar was worm-eaten, but it was sawed diagonally, and just enough good wood was recovered to make two canes. One of these canes is now in the possession of C. F. Lester of Brooklyn.

Just when Simon Lake will begin operations to salvage the Huzzar gold has not been made public.

Millions of Miles of Desert.

The great Sahara desert covers the major part of northern Africa, consisting of 2,500,000 square miles—an arid region as large as the whole of Europe. From 100 feet below sea level it rises in one instance to 8,000 feet above, and some of its elevations are covered with snow for three months of the year. Most of it, however, is a dry, sandy waste, dotted here and there with an oasis where drink may be secured. The winds are all very hot and dry, while rain is almost unknown.

The ostrich, camel, jackal, horned viper and numerous lizards are the principal animals of the region. Several varieties of hardy birds are also found. Arabs, Moors, Jews and negroes jostle each other on the caravan routes and the fierce-looking Arabs who bring their produce to the Egyptian markets are probably robbers and cutthroats in their desert home.

It is impossible for travelers to get off the road, as the caravan routes are bordered with the bones of countless camels which have fallen by the wayside during the thousands of years these trails have been traveled.

Hotel's Famous "Royal Suite."

On the wall of the so-called "royal suite" in the old Revere house, Boston, Mass., hung a decorated shield bearing the names of distinguished guests: Jenny Lind, 1850; Daniel Webster, 1850; prince of Wales, 1860; Patti, 1860; Parepa, 1865; Christine Nilsson, 1870; Grand Duke Alexis, 1871; King Kalakaua, 1875 and Emperor Dom Pedro, 1876. But, even if the hotel had remained in operation, the present prince of Wales, coming to Boston, would hardly have gone there for his temporary dwelling place. For a good many years the old hotel has stood as a survival, in a part of the city where distinguished travelers were no longer among the common sights; and now it goes out of business. But, in its time, it was proud of that "royal suite."

Centuries-Old Images Found.

Investigations by the Mexican government to find out who built the great pyramids at San Juan Teotihuacan, 27 miles from Mexico City, have brought to light two great granite heads of the ancient Mexican god of the air, Quetzalcoatl.

These heads are almost perfect specimens, bearing all the symbolic markings.

The long-dissipated point as to who erected the pyramids is, as yet, unsolved. These huge mounds, one to the sun and the other to the moon, the former being 761 by 721 feet at the base and 216 feet high, are generally attributed to a tribe that preceded the Toltecs, probably dating from about the sixth century.

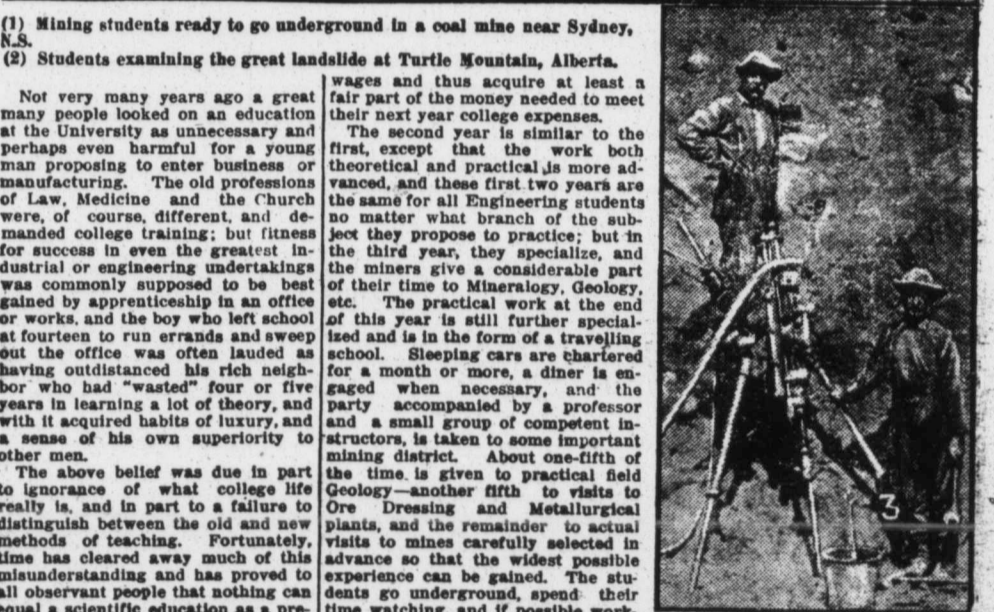
A Harvest of Bargains AT CREAGHAN'S JANUARY SALE

All over the store reductions range from 20 to 50 per cent. the greatest slaughter of prices you ever witnessed. Woolen Goods are cut the deepest, and if low prices mean anything they will go with a rush.

Come today and come often and save, Sale lasts 10 days more



The Practical Work of a Mining School.



(1) Mining students ready to go underground in a coal mine near Sydney, N.S.

(2) Students examining the great landslide at Turtle Mountain, Alberta.

(3) Students operating a Rock Drill at Phoenix, B.C.

Not very many years ago a great many people looked on an education at the University as unnecessary and perhaps even harmful for a young man proposing to enter business or manufacturing. The old professions of Law, Medicine and the Church were, of course, different, and demanded college training; but fitness for success in even the greatest industrial or engineering undertakings was commonly supposed to be best gained by apprenticeship in an office or works, and the boy who left school at fourteen to run errands and sweep out the office was often lauded as having outdistanced his rich neighbor who had "wasted" four or five years in learning a lot of theory, and with it acquired habits of luxury, and a sense of his own superiority to other men.

The above belief was due in part to ignorance of what college life really is, and in part to a failure to distinguish between the old and new methods of teaching. Fortunately, time has cleared away much of this misunderstanding and has proved to all observant people that nothing can equal a scientific education as a preparation for any branch of advanced industrial work, but it is doubtful if even now the public understands just what is done by our Universities in training young men for the Engineering Profession.

Perhaps no clearer illustration of the modern method can be found than in the teaching of Mining Engineering as given, for instance, at McGill. The students begin their course in October and spend seven months attending classes in Mathematics, Physics, and other fundamental subjects, and in carrying out elementary experiments in the laboratory. Then, after the spring examinations they go to a camp in the country, and do practical surveying for four weeks. This ends their obligatory work for the year, but they are urged to spend at least the main part of the vacation in Machine Shops or on Surveys or other engineering enterprises, and it is significant of the earnest spirit of the students that fully 80 per cent do this, and at the same time earn good wages and thus acquire at least a fair part of the money needed to meet their next year college expenses.

The second year is similar to the first, except that the work both theoretical and practical is more advanced, and these first two years are the same for all Engineering students no matter what branch of the subject they propose to practice; but in the third year, they specialize, and the miners give a considerable part of their time to Mineralogy, Geology, etc. The practical work at the end of this year is still further specialized and is in the form of a travelling school. Sleeping cars are chartered for a month or more, a diner is engaged when necessary, and the party accompanied by a professor and a small group of competent instructors, is taken to some important mining district. About one-fifth of the time is given to practical field work—another fifth to visits to Geology—another fifth to visits to Ore Dressing and Metallurgical plants, and the remainder to actual visits to mines carefully selected in advance so that the widest possible experience can be gained. The students go underground, spend their time watching, and if possible working, with the regular miners, and each day after returning to their travelling home they compare experiences and write up notes, under direction of the staff. At one end of the school proper all of the men are given opportunities for employment for the remainder of the summer, in the mines visited, and thanks to the broad-mindedness of our Canadian Mine Managers (many of them old McGill graduates) the students thus get invaluable experience, and at the same time earn very substantial pay.

The value of this very practical summer school can only be fully appreciated when the men return to college for their fourth and final year, which is devoted to a study of the advanced technology of Mining. Matters which might otherwise be difficult to understand are quickly appreciated, the interdependency of theory and practice are made clear, and the students complete their course with a more mature and balanced understanding of their professional duties and responsibilities than could possibly be attained by any amount either of study or of practical work taken alone.

This Mining Field School was instituted at McGill over twenty years ago and has since been carried on without interruption, except that it was curtailed during the war. The extent of ground covered may be gathered from the fact that British Columbia has been visited no less than ten times, Nova Scotia six, Newfoundland twice, Michigan and other United States mining districts three or four times, while Co. Hill, Fortepine, Sudbury and other famous mining fields are almost always touched on the way to more distant parts. The illustrations which accompany this article have been chosen to show the lighter side of the excursion, and it is needless to add that no part of the course at McGill is more popular than the "Mining Trip."

Kozy Korner Slippers
AT
MacMillan's Cash Shoe Store.

The cold mornings are with us again and Kozy Korner Slippers are what you need. We have them in many pretty shades

Old Rose, Ancient Blue, Dark Green, Brown and Grey.

We have these Slippers in Ladies', Infants' & Children's sizes

Also A Complete Line of:
MEN'S KOZY SLIPPERS

MacMillan's Cash Shoe Store