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## ALEXANDER GIBSON SR. HAS PASSED AWAY TO HIS REWARD

Was Without Doubt, the Most Prominent New Brunswicker of the 19th. Century, and as Employer of Labor, Paid away more in Wages than any Other Ten Men of His Time Combined

Despatches from Fredericton announce the death on Thursday last of Mr. Alexander Gibson, famous as the "lumber king of the Nashwaak," and known throughout Canada as the founder of Marysville, York Co., with its great lumber and cotton mills, and also for his railway enterprises. As he was in his 94th year, and had been in ill-health for some time, his death was not unexpected.

Mr. Gibson was a native of Charlotte county, and commenced his life work at Milltown when he secured employment as a youth in a lumber mill at Milltown at \$1 a day. He soon began to display the ability that distinguished him in after life, for he became the owner of a mill, but Lepreaux attracted him, and he transferred his activities to that stream. There he was very successful, although other operators had not done well. He was not satisfied, however, with the progress he was making and the opportunity offering to buy the valuable mills and lumber lands on the Nashwaak, York Co., from Robert Rankin & Co., he availed himself of it, the purchase price, it is said, being \$130,000. Mr. Gibson was at this time a young man, with a good knowledge of the lumber business, possessing vigorous health, and fitted with ambition to achieve greater success in business. He quickly improved his milling property, secured large tracts of lands for future supplies of logs, and became the principal shipper of deals from the port of St. John to the English markets. He next became interested in the development of the upper St. John, and was the builder of what is now the Gibson branch of the C. P. R. It was then the New Brunswick Railway, it extended to Grand Falls and had branches into Maine. The Canada Eastern, now a branch of the I. C. R., running from Fredericton to Loggieville, Northumberland Co., was also his work, jointly with the late Hon. J. B. Snowball.

One of Mr. Gibson's greatest enterprises was the erection of a cotton mill at Marysville, soon after the National Policy came into operation. Work was started in it in 1855. It was pronounced by experts to be a superbly equipped mill, and it gave employment to hundreds of persons. In time all these enterprises passed into other hands. The C. P. R., and the Dominion government bought the railways, the Dominion Textile Co. secured the cotton mill, and the Portington Pulp and Paper interests obtained the lumber mills and lumber lands. Mr. Gibson has been practically living in retirement for a few years.

Mr. Gibson was always prominent in York county politics. He was not a party man, and because of his vast interests and the number of men he

employed, there was always a great effort to obtain his support on election day. Indeed, his support was often considered a determining factor. He would never consent to enter political life himself.

Mr. Gibson was generous to Marysville. He built a handsome church for the Methodists (recently destroyed by fire) and presented it with an organ. He erected a town hall, established a free public library, and furnished a site for a trotting park. It is recorded of him that he took a deep interest in the welfare of those with whom he was brought into contact, that on a number of occasions he struck off his ledger accounts of debtors whom he knew to be in serious financial difficulties, that he voluntarily paid the expenses of young men who were struggling for an education, while many times barrels of flour and other necessities of life have arrived in the nick of time to relieve the distress of needy families. Mr. Gibson was a man with a kind heart, agreeable disposition, and very hospitable. His death will be deeply mourned not only on the Nashwaak, but throughout the province.

Some time before he celebrated his 94th birthday on August 1st last, Mr. Gibson had been critically ill. He was suffering from a general breakdown and he gradually lost his vitality until the end came. Wednesday night his pulse was 125 and at 6.15 o'clock Thursday morning he passed peacefully away surrounded by the members of his family.

Mr. Gibson was married when a young man and was predeceased by his wife upwards of twenty years ago. Two sons, Alexander Gibson, Jr., ex-M. P., and James Gibson, three daughters, Mrs. John R. McConnell, Mrs. Charles H. Hatt and Mrs. Frank M. Merritt survive and all reside at Marysville. One sister, Mrs. Charlotte Glendenning, widow of the late Mr. James Glendenning, who formerly resided at Marysville, now lives at Mr. Gibson's old home at St. Stephen. Nineteen grandchildren and several great-grandchildren also survive.

The funeral was held Saturday afternoon and was attended by hundreds. Service was conducted at the home by Rev. G. M. Campbell, assisted by Rev. C. Flemington, Rev. H. E. Thomas and Rev. St. Pinkham. Interment was made in Marysville Methodist cemetery. Floral tributes were sent in large numbers, many coming from outside points. Favorite hymns of the deceased, "Rock of Ages," "Jesus Lover of My Soul," and "The Lord is My Shepherd" were sung during the funeral service. Many public bodies were represented including the town council of Marysville, city council of Fredericton, county council of York and the Fredericton Board of Trade.

## WELL KNOWN SEAMAN KILLED AT SYDNEY

A particularly sad accident, resulting in the death of a well known master mariner occurred at Sydney on Wednesday. The victim was Captain A. W. Copp, of Parrsboro, N. S., owner and skipper of the three-masted schooner St. Maurice.

The St. Maurice arrived at Sydney from Fernandina, a few days before with a cargo of hard pine for the Nova Scotia Steel and Coal Company. The cargo was being unloaded at Terminal wharf. A gasoline engine was used for hoisting, but the lumber was heavy and the which often slipped back. Captain Copp caught hold of the tackle hooks as a heavy stick was being hoisted, and was swung about three feet off the deck. Captain Buffitt, North Sydney, who was running the winch, called to him to let go. He did so, and dropped to the deck. As he let go the stick shot up about eight feet, the chain slipped and the stick fell across the captain's legs, breaking both at the thighs. It then bounced off and coming down again struck him across the abdomen. Death was almost instantaneous.

The body was removed to Dooley's undertaking rooms and an inquest was held, the jury returning a verdict of accidental death.

Captain Copp was about 53 years old. He was formerly a telegraph operator at Parrsboro, but about ten years ago, on the advice of his physician, he went to sea. He studied navigation and eventually attained a master's certificate. He was about to retire from the sea, and in fact, intended to leave the vessel at Sydney and send her home with another captain in charge. His wife arrived on Monday, intending to wait until her husband had completed his arrangements for leaving the vessel, and then accompany him back to Parrsboro by rail. Instead she returns to her home tonight with his dead body. The couple have two children, a son married in Vancouver, and a daughter at Parrsboro.

An ingenious automatic ringing device is being attached to the telephone equipment in the Boston exchanges which will do away with the necessity of operators ringing the numbers. All the operator need do is "plug in" on the number that is called and the device will ring the subscriber's bell every three seconds for 17 seconds. If there is no answer by that time the calling subscriber will be so informed, and he will have to call again.

Few men are willing to take good advice if it is free, also they have to pay for it.

## I.O.O.F. CONVENTION BROUGHT TO CLOSE

Last Week's Meeting at Chatham one of the Most Successful in History of Society

At the session of the Grand Lodge I. O. O. F., Wednesday's reports were read. It was decided to meet next year in Woodstock. The Rebekah Assembly meeting in the afternoon was marked by a memorial service conducted by the vice president, Mrs. Olive Lindow, assisted by Mrs. Lyons, warden of the assembly. The election of officers, resulted as follows: President, Mrs. Olive Lindow, St. Stephen; vice president, Mrs. Lyon, Hantsport, N. S.; warden, Mrs. Morrison, Dominion, C. B.; secretary, Mrs. Melville McKean, North Sydney; treasurer, Mrs. Janie MacGowan, Moncton.

Wednesday evening interesting exercises were held in the Grammar School by the grand lodge and Rebekah combined. First on the programme was the grand decoration of chivalry, an honor conferred on Mrs. Annie Grant of New Glasgow, president of the Rebekahs; Mrs. John J. Ferguson of Pictou, and Mrs. W. A. Gass of Sackville. The ceremony was performed by Major P. L. Hart of Halifax, assisted by a staff of officers.

Then followed an exemplification of the Rebekah degree by a Rebekah team from Westville, which formed a very interesting part of the evening. The visiting delegates then were tendered a reception by the Silver Link Rebekah Lodge of Chatham, and a very pleasant evening was spent, an informal dance was much appreciated.

On Thursday the grand lodge and the Rebekah Assembly held business sessions. Grand master Douglas Stewart, in his report said that there was good growth of the order and the Rebekah Assembly. A tribute was paid to Mrs. Grant and her officers. The grand secretary, J. J. MacKinnon, in his report said that the lodges had contributed \$899.35 towards the relief of those made destitute by floods. Eighty-three deaths had occurred during the year.

Wednesday afternoon Woodstock was chosen as the next place of meeting of the Grand Lodge, I. O. O. F. The following officers were elected: Charles E. Cruickshank, New Glasgow, grand master; H. E. Codner, St. John; deputy, Rev. Canon Newnham, St. Stephen, grand warden; J. J. MacKinnon, Charlottetown, grand secretary; J. H. Balsom, Halifax, grand treasurer; W. M. Field, Antigonish, grand chaplain; Rev. Canon Newnham, grand representative; S. B. Ebbett, Fredericton, grand marshal; Daniel C. McDonald, Sydney Mines, grand conductor.

## DISASTROUS FIRE DAMAGES HARCOURT

Ten Dwelling houses and Several Other Buildings Reduced to Ashes on Saturday

Ten dwelling houses, in one of which was a clothing store, and seven or eight barns, all in the centre of Harcourt, are in ashes, as the result of a fire which caught about noon Saturday in Sankey Call's house, occupied by his mother, Mrs. Mary Call, and the family of his brother, George. The fire was well advanced before it was discovered having, as is supposed, started near the flue upstairs.

In the high wind the fire soon caught the houses on either side and destroyed them. Houses adjoining these shared the same fate, and then the fire jumped Main street and destroyed four more dwellings and their outbuildings, the last to go up being Buckley's house and store. Neighboring men worked like heroes and gradually checked the flames. There is no water supply in the village except from the wells and Intercolonial Railway tank, and the day was exceedingly hot and dry.

## RED BANK

A stork visited Mr. and Mrs. Lawrence Mather, July 28th and left a parcel, it also alighted at the home of Mr. and Mrs. George Blackmore, Aug. 10th and left a similar parcel. Miss Bernetta Sullivan is spending a few days with her brother of this place. Miss Nina Johnston spent a few days with her aunt, Mrs. John Johnston last week.

## MARITIME BD. OF TRADE

19th Annual Session Opened in the Town Hall Here this Morning

## THE PRESIDENT'S ADDRESS

Dealt Fully with Various Matters Which the Board Had Under its Consideration, and also Future of the Board

The 19th annual meeting of the Maritime Board of Trade convened in the Town Hall this morning, under the chairmanship of Mr. Matthew Lodge, the President. Only a comparatively small number of delegates were present at the opening proceedings the majority of those who had expressed their intention of being present.



MR. PATRICK HENNESSY President Maritime Board of Trade

The Secretary having called the roll read the minutes of the annual meeting held at Truro last year, which on motion of E. A. Saunders of Halifax, seconded by J. D. Craig, were read and adopted. A committee consisting of Messrs. T. Williams, D. Morrison, E. A. Saunders, Dr. Weather and Capt. Keld was appointed to report on unfinished business.

In presenting his annual report President Lodge briefly reviewed the subjects which were discussed at the meeting last year, dealing particularly with the interview which the delegation appointed at that meeting had with the members of the Government with reference to railway matters, and with regard to which the recommendations made by the commission were promised due consideration by the Government. He laid special emphasis on the necessity for providing all facilities possible to increase the usefulness of St. John and Halifax as shipping ports in order that the trans-continental railways could bring their freight to these ports rather than to American ports.

With regard to the matters for discussion this year, the leading one appeared to be the question of freight rates on the I. C. R., but inasmuch as the railway management had agreed to adjust their new tariff to within 10 per cent of the old tariff, the necessity for much discussion on the matter was minimized. Another matter was that of the telephones which was an important subject and well worthy taking up, but the matter of the river fisheries appeared to be applicable alone to New Brunswick and was hardly a suitable subject for discussion at the Maritime Board. The question of the Island ferry had not been fairly dealt with and should receive the consideration of the Board, and the same remarks applied to the matter of inferior cars in use on some parts of the Intercolonial.

With regard to the agitation in favor of taking over the branch lines, agitation and persistence would accomplish a good deal, and by hammering long and loud enough the Railway Department might be induced to do something. He was strongly in favor of equal rates on all lines regardless of east or west, and the discrimination (Continued on page 4, col. 3)

## ERNEST HOWES BUYS A HOTEL

At Fredericton and will Shortly go into Possession of Old Established Hostelry

Mr. Ernest Howes, who for the past few months was manager of the Miramichi Hotel here, has just purchased Long's Hotel property in Fredericton and will shortly take charge and run the business himself. The hotel is one of the best known hostels in Fredericton and having the largest country connection of any hotel in town. According to the Gleaner the property was owned by the estate of the late Albert Everett, and the transfer took place the latter part of last week. The hotel has been under lease for a number of years, the estate of the late P. D. McKenzie having carried on the business since his death some months ago.

The present lease of the property runs until the 1st of May next, and unless arrangements are completed for a change in the meantime, Mr. Howes will then take over the hotel and carry on the business. It is altogether likely that he will purchase the furnishings and equipment of the hotel, including coaches, horses, etc., from the McKenzie estate.

The purchase price paid by Mr. Howes to the Exeret estate for the property was \$12,000, and since the transfer took place it has become known that other parties were carrying on negotiations which it was expected would have resulted in their securing the property. Besides the large brick hotel building there are large barns and wagon houses and the building occupied by the Capital Bottling Company on King street is also included.

Mr. Howes, who will become the new proprietor of Long's Hotel, is one of the best known hotel men in New Brunswick. He is a native of Sussex, and for eleven years was connected with the Park Hotel at St. John, the last five of which he was the manager of the hotel. Several years ago he married Miss Faye Aitken, a well-known Fredericton lumberman and since that time has been engaged in various enterprises. With his long experience in the hotel business Mr. Howes is expected to meet with much success in the management of what is one of the best known hostels in Fredericton.

## I. C. R. TRAIN AGENTS USELESS OFFICIALS

Party of 25 Men all but got Through Journey without Paying Fares

The practical benefit to be derived by the employment of ticket collectors or train agents as they are called, upon the trains on the Intercolonial system, appears to be somewhat problematical at the best, to judge from some recent occurrences. It seems that a few days ago, some twenty-five foreign laborers destined for the St. John & Quebec Railway construction work near Fredericton came very near beating the railway out of their fare from Montreal to that city. As it happened they were spotted by a regular I. C. R. conductor after they had passed Campbellton and were held up at Chatham Junction until the money was forthcoming.

According to the Fredericton Mail, the party of foreigners was sent from Montreal. Transportation was furnished for one hundred and twenty-five from Montreal to Fredericton, and was shown in the regular way to the travelling ticket agents who were assigned to the train. Two of these agents examined the transportation and passed the party without further investigation. Everything went well until Campbellton was reached. There a conductor took over the train and in the course of events looked at the party's transportation. It looked all right but he was not satisfied and proceeded to take a census of his own. He was rewarded by finding that there were twenty-five more men in the party than there was transportation for and then there was trouble. The foreigners told him that they had been furnished with their transportation and were travelling under the supposition that all was correct and said that up to that time no agent had questioned it. The story did not carry very much weight with the conductor however, and at Chatham Junction the whole party was side-tracked until the money due the railway was forthcoming. The wires were kept hot and the matter was settled after the foreigners had been held up for twenty-four hours.—Mail.

## HARRY THAW MADE SENSATIONAL ESCAPE FROM ASYLUM

Dashed Through Gate Way as Milkman Drove in and Boarded a Waiting Automobile making a Clean Get-away—Prospects of Recapture Believed very Remote Tho' Every Effort Being Made

Harry K. Thaw, slayer of Stanford White, made a sensational escape from the Asylum for the criminal insane at Matteawan, N. Y., shortly before eight o'clock on Sunday morning. A dart for liberty through an open gate, a dash in the open door of a powerful automobile that stood quivering outside and a flight like a rocket for the Connecticut state line, thirty miles away, accomplished his escape.

Once beyond the state boundaries Thaw is free. Only months, perhaps years, of litigation can bring him back to Matteawan, and then only in one event—that he be adjudged insane in the state to which he has fled. Five confederates manned the car in which Thaw escaped, and a big black limousine which trailed it past the asylum gate. Police have their descriptions and the names under which they registered at a local hotel Friday night, and are seeking them. The hospital authorities believe Thaw has fled to the shore of Long Island Sound and boarded a yacht with steam up, to rush him to Europe. A reward of \$500 for Thaw's apprehension has been offered by Dr. R. F. C. Keib, superintendent of the asylum. Howard H. Barnum, the attendant at the gate post whom Thaw flashed in his break for freedom, is under arrest, and for eleven years was connected with the Park Hotel at St. John, the last five of which he was the manager of the hotel. Several years ago he married Miss Faye Aitken, a well-known Fredericton lumberman and since that time has been engaged in various enterprises. With his long experience in the hotel business Mr. Howes is expected to meet with much success in the management of what is one of the best known hostels in Fredericton.

The shades were drawn in the dormitories and the inmates were getting their second sleep when Thaw left his room. He was fully dressed. The milkman's cart was rumbling on the road outside as he walked through the storeroom and into the outer court, or yard, of the asylum grounds, Barnum, sole attendant at the rear door, was making back and forth when Thaw closed the storeroom door behind him, and apparently did not grasp the significance of Thaw's early flight.

Long years of residence at the asylum and repeated declarations by Thaw that he would never attempt to obtain his freedom except by legal means, had established the man's status as a "trustee." There was little out of the ordinary in his appearance, even at so early an hour in the court yard, and if Barnum saw him—as to this no one, save the hospital authorities, could say, and they refused to talk—he raised no question.

A six cylinder Packard touring car, black, and sixty horsepower, followed by a limousine, also black, loafed lazily along the road as the milkman neared the gate. Thaw, standing a few feet away, apparently unconcerned, waited till Barnum unlocked the gate, and swung it wide to let the milkman enter. At the same moment the two cars drew up on the further side of the road, opposite the gate, and the touring car stood still, its engine throbbing.

As Barnum stepped aside for the milkman to drive into the grounds, he heard the gravel crunch beneath Thaw's feet, and looking up, saw the murderer flash past him with the speed of the wind straight for the waiting car. With a shout Barnum started in pursuit, but a flying leap landed Thaw safe within the car.

Frank Burnside, flying in a biplane Saturday at Bath, N. Y., broke Lincoln Beachy's American altitude record of 11,680 feet made in Chicago two years ago by attaining a height of 12,950 feet. Burnside, who lives in Oneonta, was in the air for an hour and 46 minutes' flying over a six miles course from Bath to Savona. He wore winter clothing, but suffered intensely from cold. The temperature in Bath was 52 degrees, but his thermometer showed 39 when he was at record height.

Colonel Cody, the Anglo-American aviator, who was killed at Aldershot on August 7, died practically penniless. All the prize money he had won was spent by him in perfecting his machines, and his wife and family were left in such a dependent position that the British government is making an investigation with a view to providing for them in some way.

The great wheels were slowly turning before the keeper had fairly reached the roadway. They were throwing up a cloud of dust before he had gone 25 feet. Down the roadway the cars sped in a whirling cloud of dust that spread over their trail like a mantle and blotted them from sight. For a moment Barnum shaded his eyes with his hand, against the low-lying sun, and watched them, then with the first great blot on his career of 20 years as keeper, he dashed madly back into the grounds and locked the gate.

"Thaw's gone, escaped," he shouted, bursting into Dr. Keib's presence, and in a moment the hunt was on. The great black car flashed like a thunderbolt through Stormville, ten miles east of Matteawan, along the road to the Connecticut line. Early risers in the little hamlet saw three men—and Thaw—crouching low to escape the sweep of their rush through the air. They were going seventy miles an hour. They were ten minutes out of Matteawan.

Stormville marvelled at their speed and watched them melt away in the dust of the state road. The limousine had been left behind. At the speed which the black car travelled through Stormville, Thaw should have reached the state line within half an hour. Barnum's breathless declaration at the asylum brought Dr. Keib to his feet like a pistol shot. Within a moment he was standing at the telephone and as Barnum poured the story into his ears repeated it over the wire to police headquarters. Matteawan became the centre of a widening ripple of telephone and telegraph alarms as Dr. Keib planned pursuit. He might as well have tried to chase a twelve-inch shell. The ten minute start, the high power of the car in which Thaw made his flight, the nearness of the Connecticut State line, towards which Thaw was heading, and the inferior power of the pursuing cars against him made the chase hopeless.

Five minutes ride away he met William Flannigan, a horseman, "I saw him," Flannigan shouted. "He was near Fishkill Village and going sixty miles an hour. I saw him coming and just had time to crowd my horses close over to one side of the road. He would have hit me sure. Just let him keep on, he'll break his neck."

Flannigan recognized Thaw, he said, sitting on the rear seat of the big car. The limousine was trailing the big car, Flannigan said. Dr. Keib, realizing the futility of the chase, called it off and went back to Matteawan. Before starting Dr. Keib notified District Attorney Conger, Sheriff Hornbrook and County Judge Hasbrouck. The county authorities telephoned to points in the eastern part of the county. None of the towns near the state line, however, was able to give any information about the two cars. The last definite news was from Stormville.

A rigid investigation begun without delay, inclined Dr. Keib tonight to the belief that Thaw planned his flight on a yacht in Long Island Sound, and that if he reached the yacht it was by relays of automobiles stationed along the road to throw pursuers off the trail.

## MET DEATH THROUGH POURING OIL ON FIRE

Miss Flora Mercier, 17-year-old and Lee Colson, 15-months-old were burned to death and Mrs. Madere and Mrs. Colson, grand-mother of the dead child, are in a serious condition in Notre Dame Hospital, Montreal, following the explosion of a coal oil can used in lighting a kitchen fire.

Mrs. Madere pured oil on a smouldering fire. The can, exploded, scattering oil and flames throughout the room, setting fire to the women's clothing. The child also was a victim of the flames and burned to a crisp in the excitement. The tragedy took place at the home of J. A. Colson, assistant superintendent of the Soulanges Canal, Cascades Point on Tuesday.