

The Union Advocate

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NEWCASTLE, N. B., WEDNESDAY, AUGUST 27, 1913

NO. 35

COMMITTEES OF COUNCIL MUST STUDY THE BY-LAWS

In Order to Make Themselves Acquainted with Their Powers and Duties

SUNDAY AFT. SUGGESTED

As Good Time to Devote to Task, but Motion to that Effect Ruled out of Order

The regular monthly meeting of the Town Council convened on Thursday last, but owing to the small attendance it was adjourned till Monday evening, when the whole council was in attendance.

The minutes of the July meeting were read and adopted.

A communication was read from Mr. W. B. Corrie, engineer to the Wireless Company asking for water main to be laid to the Company's property was referred to the Light and Water Committee.

A communication was read from David Manderson asking for remission of income tax for 1913 on the ground that he was not earning any, was referred to the Petitions Committee.

A communication was read from Henry Brobecker resigning his office as Inspector under the C. T. A., which was received and the resignation accepted.

A communication was read from Mr. A. R. Wetmore, Provincial engineer with reference to furnishing electric power to the new bridge asking for further particulars as to the present and prospective services, was read to the Light and Water Committee.

The Finance Committee asked for power to make a new agreement with Constable Brobecker with reference to his commission for collecting default taxes. Permission given.

Ald. McGrath reported for the Public Works Department, that the matter of the extension of the road through Sportville to the station was still unsettled.

Ald. Falconer for the Police Committee moved that William Ashford be appointed a constable. Carried.

Ald. Ritchie from By-Law Committee moved the adoption of by-law fixing the rate for pool table and bowling alley license at \$10 each table and alley.

Ald. Stuart opposed this, on the ground that pool playing and bowling not being in the nature of productive labour, there was no reasonable ground for encouraging it and the license fee should not be reduced.

Motion carried. Reports were read from the Park and Fire Committee and Light and Water Committee which were adopted and some accounts referred to in them ordered paid.

The report of Scott Act Inspector Dickson was received. Eight informations laid and three search warrants obtained and five convictions.

The report of Scott Act Inspector Brobecker was received. One conviction and a fine of \$100 for offence under the Indian Act.

The reports of Messrs. J. J. Barron and P. J. McEvoy the school auditors was read. The receipts and expenditures were as follows:

Cash on Deposit	\$2516.83
From Town Treasurer	9209.09
From County Treasurer	784.41
Education Office	10.00
Total	\$12,511.24

Interest	\$2370.00
Salaries	4665.00
Repairs, &c.	728.51
New School (C. I. Road)	505.00
Fuel	922.29
Insurance	282.80
Auditors	10.00
Printing	12.50
Incidentals	75.65
Rev. A. Hall, Nelson Shield	20.00
Sinking Fund	1000.00
Total	10,591.75

Balance on deposit at Royal Bank \$1919.49

Amount at credit of Sinking Fund at Royal Bank \$4036.25

Report Adopted. Ald. Belyea moved that Ald. Miller take the place formerly occupied by Ald. Clark on the various committees. Carried.

Some discussion took place with regard to the powers and duties of the various committees and Ald. McGrath moved that each Alderman obtain from the Town Clerk a

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MR. E. A. MCCURDY
NEWCASTLE

THE GRAND JURY THREW OUT BILL

In Case of Engineer Charged With Manslaughter in Connection with Bathurst Wreck

In the case of Alfred Woods, an I. C. R. locomotive engineer, indicted for manslaughter in connection with a fatal wreck at the I. C. R. depot at Bathurst last winter, the grand jury of Gloucester County yesterday found no bill and the accused was therefore discharged. In the wreck Driver Woods was in the cab of the engine which ran into the van of a freight train killing two people.

He was charged with manslaughter and in the preliminary examination was committed for trial. The matter came up in the Gloucester Circuit Court Judge McKeown presiding. The grand jury stood 11 to 1 and as twelve were necessary for a true bill, the matter was thrown out. This is the first time in the history of maritime railways that an employee has been prosecuted for manslaughter as the result of a fatal wreck.

TRIPLE WEDDING AT TRACADIE

On Tuesday August 12, a triple wedding was celebrated at St. John Baptist Church, Tracadie, by Rev. Father Levasseur, the bridegrooms being Frank, Albert and Jonas Ferguson, the three sons of George Ferguson, and the brides, Miss Josephine Bideau, Miss Zulima Godin and Miss Blanche Mills all of Tracadie. Miss Bideau wore a becoming costume of white satin, with applique and pearl trimmings, and a white hat with ostrich trimmings. Miss Godin wore cream veiling with white hat, and Miss Mills a cream costume and black hat with touches of pink. After the ceremony the wedding party drove to the home of George Ferguson where breakfast was partaken of, and later dinner was served. In the afternoon all drove to the home of Charles Mills, father of Mrs. Jonas Ferguson at Brantville, where supper was enjoyed and a pleasant evening spent.

Many useful and pretty gifts were received by the happy young people. Miss Bideau received a number from friends in Loggieville, where she resided for the past three years. Mr. and Mrs. Frank Ferguson will reside at Shella where the groom has purchased a new home. The best wishes of the community are extended to the three happy young couples.—Commercial.

Don't fail to see the educated ponies, trained dogs and cats at the Opera House Thursday, Friday and Saturday.

copy of the By-laws and take it home and study it next Sunday afternoon. Ald. Belyea seconded. The Mayor put the motion and Ald. Stuart objected to it as being out of order.

His Worship suggested the elimination of the words "next Sunday afternoon" and with this amendment the motion carried.

Adjourned.

MARITIME BOARD OF TRADE HAS SUCCESSFUL MEETING

The Discussions on the Various Matters on the Agenda Proved Most Interesting and Instructive—Delegates Enjoyed Trip up River and were Subsequently Entertained at a Banquet by the Newcastle Board

At the conclusion of the business meetings of the Maritime Board of Trade on Thursday last, the delegates were taken for a trip up river on board the Dorothy N. The party proceeded as far as the new wharf at Upper Derby, where the return journey commenced. A stop was made at the Pulp and Paper Mill at Millerton where several members of the party proceeded ashore, and visited the mill-overs which they were very kindly shown by Messrs. Volkman and Home, who explained the various processes of manufacture most fully. Re-embarking—which was not accomplished without some little difficulty by some of the party because the Dorothy was not able to get up to the wharf, but had to lie alongside a raft of logs—the journey was continued down river, through The Tickle and up as far as the N. W. Bridge and thence back home.

The weather was all that could possibly be desired, the atmosphere being wonderfully clear and bright.

In the evening a banquet was given the delegates by the Newcastle Board of Trade at the Miramichi Hotel, at which about forty sat down. Mr. John Ferguson, vice-president of the Newcastle board sat at the head of the principal table, with Mr. D. Morrison, who acted as toastmaster facing him. The other table had Ald. Miller at one end and Mr. W. J. Jardine at the other.

The Delegates who registered were: Moncton—Matthew Lodge, Pres.; Thos. Williams, secretary; Dr. O. B. Price, M. P. P.

Halifax—E. A. Saunders, secretary Halifax Board, W. C. Miller.

Truro—Smith L. Walker, M. D. Summerside, P. E. I.—Capt. Joseph Road, R. H. Macdonald.

Charlottetown—E. T. Higgs, R. H. Jenkins, A. C. Duchemin.

West Prince, P. E. I.—A. A. McNeil.

Welsford—H. W. Woods, M. P. P. Chatham—W. S. Loggie, M. P. J. Y. Mersereau, George Watt, D. P. MacLachlan, ex-M. P. P.; James Harrison (Chelmsford).

Newcastle—Hon. John Morrissy, Minister of Public Works; Mayor Morrissy, P. Henessy, E. A. McCurdy.

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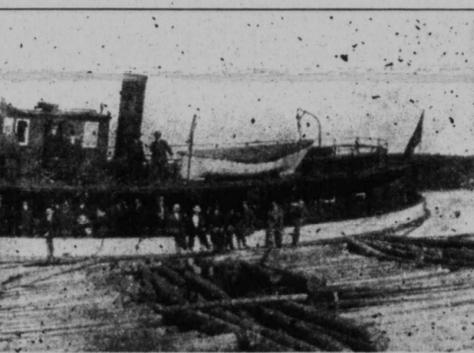


MR. E. T. HIGGS
CHARLOTTETOWN

after which the speechmaking began. It has seldom happened at gatherings

building up the Commercial Institutions as well as the Maritime Board of Trade. We have only started in the work it is possible for a united Maritime Board to do. I trust you will bear with me while I review the subjects discussed last year. The various resolutions presented by the Board last year were taken under consideration by a joint delegation to Ottawa on the 18th of February last. We met with the Rt. Hon. Robert Laird Borden, Premier of the Dominion, Hon. Frank Cochrane, Minister of Railways, Hon. Mr. Doherty, Minister of Justice and Hon. Samuel Hughes, Minister of Militia. The delegation from our board consisted of your President and Secre-

President Lodge replied, thanking the Mayor for his greeting; he could



WAITING FOR THE STRAGGLERS

Visit of the Delegates to the New Brunswick Pulp & Paper Company's Mill—The "Dorothy N" Waiting for the Remainder of the Party to come aboard.

Mr. n. Donald Morrison, T. W. Butler, Alderman W. H. Belyea, H. H. Stuart, S. W. Miller and A. H. MacKay, George Stables, W. J. Jardine, J. D. Creaghan, John Beets (Millerton), John McColm, (Boom Roads) and Rev. S. J. MacArthur.

The business sessions of the Board were opened on Wednesday afternoon by an address of welcome to the delegates by His Worship, Mayor Morrissy, who in the course of a somewhat humorous speech remarked that this duty which had fallen on him was one which did not often fall to the Mayor of this Town, as this was the first occasion in which the Maritime Board had met here. The people of Newcastle were proud of their Town, and were always glad to welcome strangers to it. It had many natural and other advantages, which they would endeavour to impress upon the delegates. Moreover the people were a very hospitable class, and would try to arrange matters that the delegates would go away firmly convinced

endorse all that had been said about the North Shore's hospitality from his own experience, and personally he was always very glad to come here.

He then read his formal address which was as follows:— Newcastle, N. B., August 20th, 1913 To the Members of the Maritime Board of Trade.

Gentlemen: We welcome you to this our nineteenth anniversary, and I am sure that this beautiful Town of Newcastle will extend to all the delegates a welcome such as only can be given by our North Shore friends.

We trust the subjects for discussion this year will be given a broad interpretation, and that you will view them not only from their local bearing but also from a Maritime Province standpoint. Your deliberations in the past have resulted in much good to the Province, and we believe there is no other institution in this Country capable of sounding the depths of our needs and

of this nature that speeches have been delivered that were better worth listening to than was the case on this occasion, the chief characteristic of each being a spirit of optimism and faith in the destiny of the Maritime Provinces which bodes well for the future.

The Toast List was as follows:

The King
The British Empire
Mr. Williams, Sec'y Rev. MacArthur
Canada

Dr. Walker Ald. Miller
Our Neighbors to the South
Mr. C. A. Wentworth
Maritime Provinces

Mr. Lodge Mr. Higgs
Local Legislature
Dr. Price Mr. Woods
Town of Newcastle
Mayor Morrissy Ald. Belyea

Our Visitors
Mr. Jardine Mr. Mersereau
The Ladies
Mr. McNeil Mr. Butler

Mr. Houson Mr. Buchanan
(Toronto) (Moncton)
Our Next Merry Meeting
Mr. McDonald, Summerside

The gathering dispersed after singing Auld Lang Syne, about 3 a. m. The delegates left next morning loud in their praises of Newcastle and its people.

NEWCASTLE BOY WRITES OF REIGN OF ANARCHY OUT WEST

RETIRING PRESIDENT



MR. MATTHEW LODGE
MONCTON

amount of perishable freight shipped from the Maritime Provinces to the Eastern States and to points in the Middle West of Canada was not of sufficient magnitude to demand a full assortment of heated cars; it was the rule in shipping from Nova Scotia and New Brunswick to the Eastern States to use cars from some Railroad in that part of the United States, as they could return the cars loaded in stead of empty. The same condition applied to shipping goods to Montreal and Toronto. However, if there is any possibility of the Railway complying with the demand of the Maritime Shippers, it will be done provided the shippers can show to the freight Dept a profit from their business. We as a Board have presented their case, and will do so a second time, but we think the shippers should now prove to the Railway that their business is of sufficient magnitude to demand the class of cars they have asked for.

The next subjects taken up by the delegation were the double tracking of the Intercolonial and survey of the new route to the Atlantic Seaboard; the completion of the Grand Pacific from Cochrane to Moncton and the early finishing of the whole Grand Trunk Pacific so that all the export and import traffic created on this Transcontinental line shall be handled entirely through Canadian ports.

The various members of the delegation gave their views to the Premier and his Ministers with regard to these all-important subjects. The Premier and Minister of Railways assured us that this whole subject of transportation, the quick completion of the Grand Trunk Pacific, and the better grades for the Intercolonial were at that present moment having their full attention;

That the Dept of Railways and Canals means business is shown by the fact that surveying parties have been mapping out a better route between Halifax and Moncton since the month of May this year. The opening of the Transcontinental from Cochrane to Winnipeg and also to Moncton via the Ferry at Quebec would now seem to be only a matter of a very short time. Trains are already running from Moncton to the Grand Falls and the other parts of the road are being rapidly opened up for traffic, and it is our hope that this Great National Highway will soon be open from the Atlantic to the Pacific, and that its termini in the East will be satisfactory both to Nova Scotia and New Brunswick. At present the road comes only as far as Moncton. Last year we asked to have it extended to the Atlantic Seaboard, and we have no doubt that the broad policy laid down with regard to these National Highways will create at least two great winter ports on the Atlantic Seaboard. If the whole road is completed in the same manner as the section from Winnipeg to Edmonton it will certainly be a great credit to the Dominion.

We here wish to say that the Maritime Board is in no way claiming any credit for the carrying out of the general policy of the Dominion Government with regard to these matters; we only wish to show that it was a pleasure for us to find that our resolutions with regard to these all-important subjects, namely the extension of all the Transcontinental Railroads to the Atlantic Seaboard, had already been anticipated by the Department of Railways and Canals, and that a forward policy had been inaugurated

for his class of freight; that the

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Vancouver Island Strikers Resort to Bombs to Terrify Non-sympathisers

HOUSES BLOWN UP

People Have Fled in Terror To Other Places but Soldiers Are Now Keeping Order

C. Harry Atkinson, son of Mrs. F. N. Atkinson of this town, who is at present engaged in the Bank at Ladysmouth, Vancouver Island, in a letter recently to his mother, describes the reign of anarchy which has recently existed on the Island. In the course of the letter he says:—

The last few days and nights have certainly been exciting here. On Sunday a crowd of Union men gathered in front of the Hotel where the Non-union men were boarding, and things began to look interesting, but nothing unusual took place until Monday, when the crowd gathered again and began to break the Hotel windows with rocks, and if they had had ed they would have raided the house, but it was barricaded within, so they stood outside and talked in a very excited manner until about twelve p. m. They then tried to bomb the place, but as luck happened there was some litch in the arrangement and the bomb exploded outside with a terrific noise but very little damage. After this, things quieted down for a while and the manager and I crawled into bed.

About one o'clock a. m., we were suddenly brought to our feet again by the shock of a terrible explosion followed by the sound of breaking glass, and the cries of women for help. Rushing to the window we could see through the darkness a cloud of smoke coming from the house of a man by the name of McKinnon, who has taken a very active part in trying to block the strike called on by the Union men, in Sept. last. On arriving at the house we found it completely wrecked and found that Mr. McKinnon having been awakened by cries of his five small children had rushed into their sleeping room to find a bomb with a lighted fuse attached burning on the floor. He tried to throw it out of the window

one hand and arm off to the elbow and lacerating his face and abdomen so terribly that he was not then expected to live any time. Being a man of very great physical strength he has seemed to defy death so far but cannot possibly hold out much longer. Poor man, he has ruined his own life, but saved the lives of his wife and children, but their home is a wreck, things were simply blown to atoms.

The mob started soon after this to break the windows of the houses of every man who has not taken part in the strike, and they kept this up until long after daylight. On top of this they ordered these people to leave town, with threats that if they didn't, they would all share the fate of McKinnon, so most of the people have gone out to live in the towns nearby. It has been purely and simply a reign of anarchy, we didn't know when they were coming, nor who they would choose for their next victim.

They simply wiped the town extension where the mines are really situated, off the map and forced the men with their families to take shelter in the woods while their houses were burned to the ground. The mine manager Cunningham is still hidden in the woods.

To-day a train load of militia have arrived from Victoria and they are marching the streets in small companies, meeting at every corner. While writing this letter at 10 p. m., I can hear their steady tramp, and the sharp orders of the officers in command. I don't believe any person in town has had a night's sleep for over a week, but with the soldiers here as protection we surely can tonight.

The Union men went so far yesterday when they heard of the militia coming, as to call all the business men and Bank Managers up to their hall and tried to force them to sign a resolution to keep out the militia, with the threat that if they failed to do so, every place of business on the main street would be destroyed, but the

(Continued on page 4.)