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ANNEXATION IN NEW GUISE

Writer in the Century
Suggests that Canada
Should Annex the
United States

AND MAKE OTTAWA

The Capital and Seat of Government of the Entire
North American
Continent

The Century Co. have favored The Post with a copy of the August number of their magazine and our attention is specially directed to an article contained therein, headed "If Canada Were to Annex the United States."

The author devotes considerable space to saying things which will be very gratifying to Canadians who do not differ from the rest of humanity in their appreciation of praise for what they have accomplished, but he practically admits that there is nothing to be gained in discussing this abstract question, which is wholly outside the bounds of political possibility, by making his treatise a rehash of the old alleged arguments in favor of the annexation of Canada to the United States.

About the only definite reference to the subject expressed in the title is found in the following quoted sentence:—"If the proposition were to be submitted to the Canadian people whether or not they would annex the United States, the vote would be virtually unanimous in favor of such an annexation." This verbal rubbish is manifestly the product of a vain imagination. It virtually assumes that Canadians have not yet reached the adult stage of thinking and that they would be so dazzled by the bigness of the proposition that they would embrace it without considering what it meant.

Canadians have no desire to make Ottawa the capital of the United continent. They have no wish to assimilate American political institutions to those of this country. They have no inclination to deprive the American people of the pleasure of electing a president who is his own prime minister. And they have no craving to subject the administration of the affairs of Canada to the relatively vast American majority, who might be tempted to exploit the resources of this country to their own advantage. To dream of such a thing would be a veritable nightmare.

The people of Canada have been doing some really excellent work in nation building, so excellent that it has aroused the covetousness of their esteemed southern neighbors. They have a lot more to do along the same line and they have faith enough to believe that they will be enabled to solve the problems as they arise. But they are not indulging in any visions of continentalism. They are looking forward with confidence to a larger and better destiny as an influential autonomous portion of the greatest empire in the world.

At the beginning of his article the author makes a disclosure which will be interesting to many in this country. He says that in 1899 a Canadian election agent closely identified with the fortunes of the Liberal party visited Washington and, in the course of an interview with President McKinley, said:—"Give me two millions dollars to spend in the next Canadian election and I will guarantee the peaceful annexation of Canada to the United States."

Was this election agent really speaking for his party? Is that the estimate which the Liberal leaders place upon Canadian patriotic sentiment? Were they so anxious to betray their country with a kiss that they sent their Judas to Washington to beg for the paltry pieces of silver? This miserable incident probably reveals the intent and purpose of the Taft-Laurier reciprocity pact. No wonder President Taft felt constrained to say that Canada was to become an "adjunct of the United States." And no wonder that Canada spued out of her mouth the political party which fathered such a piece of astounding treachery.

Canadians cherish the most friendly feelings for their American neighbors. They are glad to trade with them, to associate with them, to rejoice with them in their national successes and to give them due credit for their great achievements, and it is the ardent hope of everybody on the north of the border that the pleas-

NEW SENATOR FROM NEW BRUNSWICK

Mr. W. H. Thorne of St. John
Chosen to Fill Vacancy made
by Death of Senator Ellis

Mr. W. H. Thorne, of St. John has been appointed a member of the Senate to fill the vacancy in the New Brunswick representation. The order-in-Council has been signed by Sir Charles Fitzpatrick, Deputy to the Governor General.

Mr. Thorne is one of St. John's most prominent and successful wholesale merchants. His whole life has been spent in that city, where he was born on September 12, 1844, and where he is respected by men of all shades of politics. He has always been prominent party man on the Conservative side, indeed, it may be fairly claimed he was the most representative Conservative outside of those in public life. While he devoted himself with great energy to politics, he had no personal ambitions, and he always declined a nomination for the House of Commons that would have been gladly tendered him at any time. Personally he is popular and in business circles occupies a foremost position, having been connected with many public enterprises.

LOCAL MINISTER NOW AT WINNIPEG

Winnipeg Telegram.—Rev. Dr. Cousins of Newcastle, N. B., occupied the pulpit at the Nassau Baptist Church, Fort Rouge, yesterday.

In the course of a very powerful and edifying discourse of the truths embodied in verse 12 of the Second Book of Kings, chapter v, he illustrated in a lucid manner man's tendency of taking his own way in face of the commands from his Maker.

The result of man's tendency to strike the wrong path meant degradation and sin. Although sin at times did not express its result before the eyes of the world, it was ever in the conscience and making life a misery. "There are hundreds of people going about the streets who look happy, but behind the veil the great stigma is there which takes away all joy and happiness."

Sin is a terrible enemy, a disease worse than that which beset Naaman, captain of the host of the King of Syria. "They had only to persevere their morning papers here in Winnipeg and find recorded the terrible consequences which sin brings in its train."

"If sin could be got rid of in Winnipeg," concluded the reverend gentleman, "how happy and blessed the city would be."

NEW APPOINTMENTS ON INTERCOLONIAL

An official circular issued by the I. C. R. management, gives notice of the following recent appointments, some of which have been previously announced in the press, taking effect August 1st:—

E. Tiffin, general western agent at Toronto.

H. H. Melanson is appointed general passenger agent.

The jurisdiction of D. A. Story, general freight agent Intercolonial Railway, is hereby extended to the Prince Edward Island Railway.

H. H. Schaefer, division freight agent, Moncton, in charge of the territory in New Brunswick, Moncton north and east.

S. G. Tiffin, division freight St. John, in charge of the territory in New Brunswick west of Moncton.

D. M. Condon is appointed district passenger agent with office at Halifax.

D. McDonald is appointed district passenger agent with office at Montreal.

To Wed this Afternoon

The marriage of Miss Bertie Wright daughter of Mr. and Mrs. Arch Wright to Mr. Martin Handley of Nelson will take place at St. Mary's Church at 2.30 o'clock this afternoon.

The fate of Bulgaria is much like that of many individuals to whom some temporary success has given a swelled head.

ant relations now existing may never be disturbed. But candidly, would it not be better to stop this annexation talk, which is always more irritating than elevating, and which will never deceive the Canadian people even in its most highly sugar-coated form?—Sydney Post.

LORD ALVERSTONE TO RETIRE VERY SHORTLY

His Attitude Regarding Alaska
Boundary Commission made
Him Many Enemies

Lord Alverstone will probably be the first Lord Chief Justice in the history of England to resign his high office. Since the post was established, each holder has died in harness. In retiring voluntarily, owing to continued ill-health, Lord Alverstone will create another precedent. He has several to his credit.

As a politician, he was not a brilliant success, yet by a stroke of good luck he became Attorney-General of England the first year he entered Parliament. In that position—he was then Sir Richard Webster—he was constantly being pitted against that brilliant lawyer and silver tongued orator, Sir Charles Russell, afterwards Lord Russell of Killowen who was his immediate predecessor in the office of Law Chief Justice.

Now that he is to retire he will be much regretted. Both the Bench and the Bar of England have grown to overlook Lord Alverstone's defects of mind on account of the sterling honesty and kindness that have characterized the man during his whole career. He has always been sincere, and his monotonous voice, incapable of any rhetorical flights, has ever been heard in the cause of what he genuinely believed to be the right. His connection with the Behring Sea Arbitration and his twelve years as Attorney-General made the name of Richard Webster familiar throughout the British Empire and in America. But, out of England, he was perhaps best known on account of the casting vote given in favor of the United States and against Great Britain and Canada in the famous Alaska-Boundary Arbitration held in London in 1903.

It requires no little moral courage for a patriotic man, even though he be a Lord Chief Justice, to decide against his own country. Canada and the United States in the Alaska case were represented by an equal number of arbitrators, and the then Attorney-General of England, on behalf of his Government, argued against the American contention. After weeks of speeches, the American and Canadian arbitrators were more than ever convinced that their respective claims were just. It remained for Lord Alverstone to give the casting vote and to decide which flag should fly over a large portion of Alaska.

After several days of strenuous and nerve-racking deliberation, Lord Alverstone came to the conclusion that the United States claim had been established. At the end of a Saturday sitting, when the last arguments were delivered, he told the American arbitrators, or one of them, that he was forced to acknowledge the justice of their case. Lord Alverstone would probably have asked the Canadian arbitrators, but they had hurried off to keep a week-end engagement in the country. There was no vital reason for Lord Alverstone himself to sum up. The news of the decision was cabled the same day to the United States, and thence was telegraphed to Canada and cabled back to England.

A feeling of intense resentment sprang up like wildfire in Canada. Many papers openly declared Lord Alverstone had sold the Dominion as a mess of pottage to gain the friendship of the United States. The Canadian arbitrators cabled back to Canada that Lord Alverstone had not told them of his momentous decision.

The fact that the news came through the American News Agency and was published in the United States before the Canadian members of the court had heard of it was interpreted as "damning evidence" that Canada had "been betrayed." It was some years before the irritation caused by this incident died down, and for months the present Lord Chief Justice received shoals of abuse by mail and otherwise from Canada. His lengthy summing up, carefully prepared to coat the bitter pill for Canada with sugar, naturally lost all effectiveness. The Lord Chief Justice on that occasion was the innocent victim of his own indiscretion and of the public's demand for "live" news.

In London there are 235,000 telephones, in Berlin 210,000, and in Paris 92,000. The three leading cities of Europe combined have but a few more telephones than New York City alone. On Saturday, May 24, the half million mark was passed, and to-day New York City has more than 500,000 telephones linked together in a system that requires 1,500,000 miles of wire and sixty-seven telephone exchanges to make it the most complete and up-to-date system in the world.

I. C. R. MEN'S ULTIMATUM

Has Been Delivered to
General Manager by
President of the
Brotherhood

BOARD OF CONCILIATION

Applied for, and Notice Given
That Unless Promptly At-
tended to, A Strike
will be Called

Two thousand employees of the Intercolonial Railway threaten to go on strike and tie up the entire system between Montreal and Halifax, unless their demands for increased pay and adjustment of their grievance are granted, was their statement made by A. R. Mosher, grand president of the Canadian Brotherhood of Railway Trainmen, on his return from Moncton, where he had been in conference with the Railway Manager.

Mr. Mosher stated that for several days past conferences between union officials and general manager Gutelius have been going on at Moncton, and as a result of the refusal of the new manager of the clerks' and freight handlers' demands, the union will at once send an ultimatum to the general manager of the I. C. R. If this is not complied with they will go on strike. Copies of the ultimatum will also be sent to Premier Borden and the Minister of Railways and Canals. All negotiations have been severed.

Mr. Mosher says a vote has already been taken in favor of a strike unless their demands are agreed to.

A Moncton despatch dated Monday says:—Six more brakemen and three conductors of the I. C. R., received notice yesterday. The brakemen are sent home, which means that they are practically dismissed, while Conductors Daniel Sullivan, James Melanson and John Cochrane are set back to breaking while more are to follow. Railway men are very indignant and something is going to happen in a few days.

The question of a strike is being talked about, but they intend to wait until the grand lodge officers arrive. They intend holding an indignation meeting, it is said, at which the dismissal of F. P. Brady, general superintendent, and Mr. Richardson, general yardmaster, will be asked for. They intend to send a petition to Hon. Frank Cochrane, minister of railways.

The business men are complaining about "business being dull, due, they say, to the shake-up in the I. C. R. forces.

There is nothing new to-day in the clerk's situation, and I. C. R. officials refuse to talk about Mr. Mosher's statement about a strike. The proposition was to increase the clerks \$2.50 a month, and laborers ten cents a day.

D. Pottinger, former general manager of the I. C. R., is residing at Shediac Cape for the summer, and in the fall will go to Ottawa to take up his residence there.

An Ottawa despatch says:—"If the intercolonial trainmen carry out their threat to strike, it will be the first strike which has ever occurred on the Canadian Government Railways. There have been many differences and disputes between the management and the employees during the forty years the Intercolonial and Prince Edward Island Railways have been operating, but the differences have always been amicably adjusted."

A Halifax despatch dated Monday says:—President A. R. Mosher, of the Canadian Brotherhood of Railway employees, has addressed to Mr. Gutelius, General Manager of the Intercolonial Railway, a letter in the nature of an ultimatum from the men as regards requests originally made months ago, for an increase of pay and a revision of rules. In the event of a reply being unfavorable a strike involving some 2,500 men and affecting the system from Cape Breton to Montreal, will be ordered. The ultimatum follows:—

F. P. Gutelius, General Manager Government Railways, Moncton, N. B., July 28, 1913.

Dear Sir: Owing to the very uncompromising manner in which our committee was met in their efforts to conclude schedule negotiations, and your final decision that unless we agreed to your wishes in respect to the elimination of a large number of employees from the schedule now governing certain classes of em-

JORDAN SANITARIUM SOON TO BE OPENED

Rt. Hon. R. L. Borden and Sir
Wilfrid Laurier to be Invited
to Opening Ceremony,

A meeting of the Jordan Sanitarium commissioners was held Thursday afternoon and those present were Premier Fleming, Hon. Dr. D. V. Landry, commissioner of agriculture for the province; Hon. C. W. Robison, ex-premier of New Brunswick; Dr. McAvenny, of St. John, Mr. F. W. Sumner, Mrs. Jordan and Dr. Townsend. Matters of importance were discussed.

It was decided to hold the formal opening of the institution on September 13th, next. It had been at first intended to invite the governor general, the Duke of Canning, to formally open the institution, but as it now looks as though the Duke will not return to this country, it is expected that Premier Borden and Sir Wilfrid Laurier will be invited to jointly open the sanitarium. Only a number will be invited to the opening exercises.

It was further decided to equip a public ward in the building with accommodations for forty patients. This ward is being equipped at Mrs. Jordan's personal expense. The proposed dam and bridge over the Poll river will not be constructed until next spring. It is expected, that the building of this dam will provide the institution grounds with a beautiful artificial lake which may later be utilized to run the power plant. The building of the bridge is delayed because the material required will have to be ordered eight or nine months ahead of the actual time of construction. The combined bridge-dam, when completed, be about two hundred feet in length.

The commissioners also decided upon the site of the memorial fountain being supplied by Mrs. Jordan. Premier Fleming chose a spot facing the main administration building and drove in the peg indicating the spot. This fountain is to be one of fine Carrara marble from Italy, and is delayed because of a strike of Italian dockmen which has prevented its shipment from Italy. The fountain is very artistic in design, three figures representing Faith, Hope and Charity supporting the bowl, above which rises a statuette of the late Queen Victoria. Photos of the fountain were shown to the commissioners.

There are at present about twenty patients in the institution and they expressed themselves as delighted with the treatment received there.

RESOLUTION OF CONDOLENCE

To Sister and Brother McTavish,
Dear Fellow Members,

The officers and members of Redbank Division Sons of Temperance of which you are honored members, take this earliest opportunity to express to you their sincere sympathy on the occasion of the death of your mother.

By a unanimous resolution of our division at its meeting last night we are directed to convey to you, and to the other members of your family, personally, and through the local press, this expression of our fellow feeling to you in your bereavement.

We rejoice that you sorrow not as those that are without hope, for your beloved knew Him who said "I am the resurrection and the life" and we commend you to the comfort of the same Lord who is able to make all things, not excepting death itself, work for the good to those who love God.

Yours in L. P. & F.
JAMES F. MCCURDY, W. P.
MINA SUTHERLAND, R. S.
Redbank, July 30th, 1913.

A Chicago evangelist described the perfect husband as one who is home five nights a week with his wife. What then is the husband who is at home seven nights a week?

viously, all the past work of the committee is cancelled. I now beg to advise that an application for a board of conciliation has been forwarded to the Department of Labor at Ottawa, and unless prompt action is taken by that department or by yourself to bring about a settlement at once, the affected employees will leave their employment in a body. Full authority to deal with all matters in dispute in whatever way we may see fit is now confined to the Secretary of the Committee, Mr. McLean, and myself. If you desire to arrange a settlement we shall be pleased to make an appointment with you.

Sincerely,
Signed A. R. MOSHER,
Grand President.

PENNSYLVANIA NOW ADOPTS TAX REFORM

Pittsburg and Scranton Will Tax
Buildings at Half Rate
Levied on Land

Pittsburg and Scranton are the first cities in the United States to cut the tax rate on buildings radically lower than the rate on land, following the plan which has attracted so much attention in the cities of western Canada.

For a generation Pittsburg had suffered from a tax system which put a premium on holding land for speculative purposes. The holdings of old estates were classed as agricultural land, and paid only one-half the rate charged against office buildings and workmen's homes. The Legislature of 1911 wiped out these old inequalities. The Legislature of 1913 has turned the situation inside out to give an advantage to the man who improves his real estate.

Building Rates Half of Land Tax
The act will fix the tax rate on all buildings at one-half the rate on land. This will work out as follows:—To raise all present city revenues an average rate of 15 mills has been assessed in Pittsburg. A tax of 18 mills on land and 9 mills on buildings would raise present revenues at the present assessed value of land, which is practically twice that of buildings. An increase of 3 mills on land would raise the same amount as has been raised by the 6 mills, by which it is proposed to decrease the rate on buildings.

To permit adjustment of investments and prevent hardships, this change in rate will be spread over twelve years. The first year the rate on buildings will be reduced to 90 per cent. of that on land, the third year 80 per cent., and so on by reductions of 10 per cent. every third year until 50 per cent., is reached in twelve years.

Impetus from Britain
The movement gained impulse from the report of the British Board of Trade on the cost of living in America, which showed that workmen in Pittsburg pay higher rents than in competing cities.—19 per cent. higher than in Philadelphia, 47 per cent. higher than in Cleveland, 75 per cent. higher than in Baltimore.

Inquiry disclosed that Pittsburg manufacturers were paying 60 cents to one dollar per square foot per year for floor space, while space in interior Pennsylvania cities competing with Pittsburg, can be had for 20 to 30 cents.

In his Economic Survey of Pittsburg for 1912, Prof. J. T. Holdsworth figured that the average value of land per acre in Pittsburg was \$19,000, a trifle less than in New York, but higher than in any of the other ten largest cities of America.

Aims of Tax Campaign
So it was that the Pittsburg Civic Commission, the Real Estate Dealers' Association, and the Pittsburg Board of Trade, joined in this tax campaign as the means which, to their minds, would get them three things:—

Better houses for working men at lower rents.
Relief of manufacturers and other enterprises from prohibitive prices for land needed for building and expansion. Since this land is being held at impossible prices by speculators, the development and growth of the community is retarded.

Lower taxes as an inducement for developing the city and its business. Charts and tables were prepared showing the effect of the new tax rates on various kinds of real estate, and especially on the land and buildings of the small industries which Pittsburg is especially keen to develop as subsidiary to steel.

The thirteenth ward, which contains more homes than any other ward of Pittsburg, was made the basis of a calculation to the effect that the taxation on 3,982 homes would be reduced 15 to 25 per cent., 800 would be reduced 5 to 10 per cent., and 418 would pay the same as under the present system. Two thousand three hundred and eighty vacant lots would pay an increase of 20 per cent.

As a precedent for their campaign the Pittsburg bodies cited the fact that Great Britain had recently levied new land taxes to force vacant land into use. Hamburg, Frankfurt and Cologne have adopted this line of tax reform as a method of securing better housing—in some German cities workmen's homes are entirely exempt—and the cities of Australia and New Zealand generally tax buildings at less than full rate. The plan, of course, is the one which has been urged for several years by the New York Congestion Committee, and which they failed to get the Legislature to put before the people of Greater New York on a referendum.

From being one of the most back-

ANOTHER RAIL- WAY OPENED

First Train Over the New
Gibson and Minto
Line Ran Yes-
terday

COAL AREAS NOW OPENED

C. P. R. Will Commence Ac-
tive Operation of the
Line Early in Com-
ing Winter

Yesterday's Gleaner says.—To-day marks the meeting of the steel and the completion of the laying of rails for the Gibson & Minto Railway and by this evening the first coal will be hauled from the Minto Company's mines to Gibson.

The construction of the line of railway and the laying of the rails has been carried from both the Gibson and Minto ends and to-day the connection has been made. A temporary bridge has been erected over the Burpee stream to replace the temporary which was carried out last winter and this will be used, along with the other temporaries until the steel bridges are erected in the course of a few weeks.

The first consignment of coal coming over the road will be for the construction contractors, Messrs. A. E. Trites & Son, for their use; but it is proposed to commence the hauling of coal actively and with this end in view arrangements are now being completed between the contractor and the Fredericton & Grand Lake Coal & Railway Company, for whom the road has been built, and consignments of coal will probably be hauled regularly over the line from now on.

It is not expected that the road will be taken over by the company from the construction contractors before the month of September. There still remains a considerable amount of work to be done in the way of ballasting and finishing up and the contractors are hurrying this work along as rapidly as possible with their construction trains, steam shovels and other complete equipment. The excellence of the work which has thus far been done by the contractors has met with much favorable commendation, Messrs. A. E. Trites & Son having built what is in every way a first-class line of railway.

The completion of the Gibson & Minto Railway will be followed by its operation by the Canadian Pacific Railway Company this fall and all this means a new era of development for Fredericton. It has often been said that the Gibson & Minto Railway will do more towards developing Fredericton than will the construction of the St. John Valley Railway, inasmuch as it will put Fredericton in touch with an absolutely new territory and one which has heretofore been served from St. John.

The operation of the Gibson & Minto Railway will mark a new era in Fredericton's business annals and is being eagerly looked forward to by the business houses of the city. It is expected to also have an important bearing on Fredericton's industrial future, as the coal mines at Minto on the extensive scale that has been commenced under the direction of Sir Thomas Tait should mean cheaper fuel for steaming purposes for Fredericton's industries.

The total amount of damage claims submitted by Canadian Sealers according to a table prepared for the Sealing Commission aggregates three and a half million dollars.

ward cities in the country in the matter of taxation, Pittsburg thus leaps to the rank of the first large city in the United States to experiment along the new lines. The beneficiaries of the plan, in the words of its advocates will be:—

All renters—for the reduction in taxes on buildings will decrease rents to the same extent.

Manufacturers—they can secure cheaper land, and after building, taxes will be far less than in other cities.

Every property owner—if he has built an improvement worth more than half the value of his land.

Every real estate broker—real estate transactions will be stimulated.

The laboring man—building and industry will be increased and work more plentiful.

The city—homes and factories will replace slums.