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## CANADIAN STATION OF "ALL-RED" TELEGRAPH SERVICE TO BE LOCATED AT NEWCASTLE

### NARROW ESCAPE OF MARITIME EXPRESS

When It Ran over a Sleeper which was Lying on Track Near Derby Junction

As the result of a sleeper being on the track between Derby Junction and Newcastle, the Maritime Express, on Thursday evening, had a very narrow escape from being badly wrecked. As it was, the front trucks of the engine left the rails, but that only caused a delay of thirty-five minutes, and the train was able to proceed on its journey after the delay mentioned. The engine, instead of taking to the ditch, ran along the roadbed and the railway men think that it was a very narrow escape, and that it was nothing short of a miracle that the engine did not take to the ditch, taking the cars with it.

When the engineer felt the engine strike the ties, he slammed on the air brakes and aided by the slight upgrade, brought the train to a standstill before any serious damage was done. When the engine stopped and the trainmen made an examination of the track they found the remains of a sleeper all "chewed up" by the passage of the heavy train and which had apparently been resting across one rail. A fortunate feature of the run-off was that while the wheels of the locomotive fell off on the outside of the curve, the engine followed the rails instead of taking to the ditch as would have been the case in ninety-nine out of a hundred similar accidents.

Inspector Tingley of the I. C. R. force expressed the opinion that there was no attempt to wreck the train, but that a tie had fallen off a train in passing, and stuck in the ballast. He said that he had been in conversation with driver who was also of the same opinion. This is also the general opinion among railway men, as they state that if the tie had been placed across the track the engine would have been derailed. The sleeper, it is believed, fell off a passing train and stuck in the ballast across one of the rails.

### WILL NEW BRUNSWICK LOSE TWO MEMBERS?

Census Returns Show West Entitled to 19 more Representatives

A Redistribution Bill affecting the constitution of the House of Commons will certainly be the principal measure to occupy legislators at Ottawa during the next session for no general election can be constitutionally held until such a measure becomes law, says Canada. London. To understand the urgent claim of the Western Provinces for increased representation it is only necessary to repeat that the four Western provinces are now represented as follows:

Province	Inhabitants
British Columbia	66,183
Alberta	53,402
Saskatchewan	49,658
Manitoba	45,561
Average for each member	49,400
While in the Eastern Provinces:	
Ontario	29,340
Quebec	30,810
New Brunswick	37,068
Nova Scotia	23,432
Prince Edward Island	23,432
Average for each member	29,376

The ratio of representation is fixed by the Province of Quebec with its stationary 65 members. According to the census of 1911 this allows one member for approximately every 30,000 people, and redistribution according to population would work out along the following lines:

Ontario	81, instead of 86
Quebec	65, remains the same

### ANOTHER LAND CASE FROM NORTH'LAND

Dispute over Property at Boiestown Heard Before Court at Fredericton

Another Northumberland suit for land trespass is now before the courts, but the venue in this case is Fredericton, which is a much handier place for the majority of the persons engaged in the trial to reach than is Newcastle.

The plaintiff, Mr. W. A. Camp II, is a merchant in Boiestown and claims to own the land in question. The several defendants comprise the three members of the highway board of the parish of Ludlow, namely, Messrs. John Pond, Wm. McMillan and Arthur Connell, and also their agents in the case, Lorenzo Chapman, road commissioner, and Henry Bloodworth, special constable.

For the plaintiff Messrs. H. A. Powell, K. C. and A. J. Gregory, K. C. are appearing, the defendants being represented by Mr. J. H. M. Baxter, K. C. and R. B. Hanson.

The property involved consists of only about seven acres, but it is cleared land, bought presumably for farming purposes.

The plaintiff's case is that he purchased the property from Mr. J. Howard Richards in June, 1910, and fenced it with wire in the following month. The trespass complained of is for tearing down the fence and laying out a road over this land. The defence is that there was formerly an old road over the land leading to the Taxis River, a branch of the South-west Miramichi. The only object of the suit is to determine whether or not there is a highway. The alleged road runs through the centre of the plaintiff's property.

The defendants claim they acted under an order of a justice of the peace directing them to remove any obstructions on the highway and through Mr. Baxter put in a plea of general denial.

Besides the plaintiff, who was the first witness, Mr. Justus Fairley, sr., was the only other heard on Thursday. The former produced his deed from Mr. Howard Richards of the land in question and stated that Mr. Richards agreed with him to bear one-half of the expenses of the present action. He submitted maps, plans and profiles and was subjected to a rigorous examination.

Mr. Fairley's evidence was mainly in regard to his recollection for years back of the former use of a roadway over the premises for public highway purposes.

On Friday morning four witnesses were heard mainly in regard to this feature of the case, namely, Mr. J. D. McKay, of Fredericton, Mr. Chas. Duffy, blacksmith of Boiestown, Mr. James Fowler, a farmer at Holtville, Pleasant Ridge, and Mr. Daniel Lynch, brother of the late Timothy Lynch. Mr. Duffy formerly held a lease of the land and sold to the late Senator Temple, the latter to James S. Fairley, and he to Mr. Richards, grantor to the plaintiff in the case.

As a prima facie case was established by the plaintiff's evidence witnesses for the defence were called immediately after it instead of plaintiff's witnesses following him.

To-night is the last chance to see the great hand-colored masterpiece, "Lost On The Rocks."

Saskatchewan	15, instead of 10
Nova Scotia	15, instead of 18
Manitoba	14, instead of 10
B. Columbia	12, instead of 7
Alberta	12, instead of 7
New Brunswick	11, instead of 13
P. E. I.	3, instead of 4
Yukon	1, remains the same

In other words, the provinces west of the Great Lakes will probably gain 19 members, and those of Eastern Canada will lose 11 members. The representation of Alberta, Manitoba and Saskatchewan will, however, undergo further revision after 1915, when the quinquennial census, required under the Acts which admitted the two newer provinces to Confederation, must be taken.

### Site Chosen is About Fifty-four Acres in Extent, Near the Upper End of The Town, and a Staff of About Fifty Operators and Other Employees Will be Permanently Engaged

That there has been something doing in regard to a proposal for the installation of a wireless telegraph station in or near Newcastle has been more or less generally known for the past few weeks, but the matter has been kept so quiet that little was really known of what was actually taking place. Now that the negotiations are concluded, and everything settled for the plant to be installed here, readers of The Advocate will be interested to learn some particulars of what it is that is coming to the town. It is without doubt the biggest thing that has come Newcastle's way since the advent of the railway, and one that will do more to bring the town into prominence and make it known throughout the length and breadth of Canada than anything else possibly could.

At the present time there is an All-British owned cable round the world, except from Montreal to London. It goes from London east via India to Australia, thence across to Vancouver and from Vancouver along the C. P. R. to Montreal. The intervening gap between Montreal and London is at present served by the Great Northern Telegraph Co., and the Mackay-Dennett Cable and the rates of these companies have been so high, that it has been a considerable hindrance to the development of the telegraph business. The British Postmaster General in conjunction with the Canadian Postmaster General have for some time had under consideration the question as to how best to deal with the matter and complete the "All-Red" line. It was proposed at first to lay a cable, but the cost would be in the neighbourhood of \$5,000,000. Recently however, a company known as The Universal Radio Syndicate Ltd., which owns a wireless system of proven efficiency got in touch with the governments and offered to install their system for a very much smaller figure, and as a proof of their bona fides deposited \$50,000 with the government of Canada as a guarantee. The offer was accepted by the government, and arrangements were at once set on foot to carry it out.

The President of the Syndicate is Mr. A. S. Baxendale, the consulting engineer, Dr. Erskine Murray, with Dr. Poulson and Prof. Peterson, eminent scientists, as technical directors, and the Syndicate is the owner of the Poulson and Duddell-Are wireless patents, the combination of which will be used to transmit the messages over the 2,000 miles of Atlantic ocean. The British wireless station will be on the West coast of Ireland, and the arc which the system throws will strike Canada on the Northern part of New Brunswick, somewhere about the mouth of the Miramichi. It is necessary, therefore that the Canadian station should either be in this vicinity, or within 50 miles either north or south of it.

As soon as arrangements had been made for the installation of the system, it became necessary to engage some competent surveyor acquainted with the district, to select a suitable location for the station, and no more competent surveyor than Mr. W. E. Fish of this town could have been selected for the purpose. The requirements of the site were that it should be within a few miles of the coast, with no hills intervening, that it must adjoin or be near the railway, that the surface be under cultivation and practically level with a heavy, alluvial soil of a naturally moist texture; and lastly reasonably near a town. Further it was necessary that the site should be

sufficiently large to permit a circle to be struck with a radius 725 feet.

In the course of his search for a suitable piece of land which would satisfy all these requirements, Mr. Fish travelled over all the district between Moncton and Charlo, and surveyed several sites which answered the required description, and made his report to the Company's engineer. The latter, having inspected them all, came to the conclusion that a location which Mr. Fish had chosen in Newcastle fulfilled the necessary requirements most satisfactorily. This location comprises several plots of ground altogether about 54 acres in extent, immediately adjoining the south side of the railway and lying between Sweeney Road and Mitchell Lane, and belonging to Messrs. Jas. Falconer, J. A. Morrison, Edw. Hickey and R. E. Woodworth. Options were obtained from these gentlemen and plans prepared.

Only one difficulty then remained to be overcome, namely to complete the link between Newcastle and Montreal. Under the arrangements made years ago by the then government with the Great Northern Telegraph Co., this company have the monopoly of the service along the I. C. R., and unless some arrangements could be made with the Great Northern Co., to handle the new company's traffic or give them an independent line, the matter would have to drop through. However negotiations between the two companies were brought to a satisfactory conclusion last week, and nothing now remains to prevent the work being proceeded with at once. The owners of the property have this week received their purchase money and handed over the deeds, vesting the land in the company.

A contract has been entered into with an eminent Montreal concern for the building and installation of the plant, which obviously will be somewhat out of the ordinary. The centre will be occupied by a steel tower or mast, 500 ft. in height, which is now being constructed in England and will be shipped out here in sections and erected on the ground. Some idea of the height of this tower may be gained from the fact that the top of the new clock tower in the post office is 70 feet from the pavement. The steel tower will therefore be over seven times the height of the clock tower and will be supported by steel guy ropes firmly held by several stone and concrete abutments sunk in the ground and each of which will have to carry a strain of 18 tons. Round this centre tower will be grouped six other towers, about 100 feet high and built of wood and from these towers to the top of the steel tower will be a net work of copper wire, which will form the despatching and receiving apparatus for the messages. The dynamo which will be required to operate the plant will be one of the largest and most efficient construction and will need the power of a 250 h. p. engine to drive it. In addition to these works, a number of other buildings will be required to provide the necessary office and other accommodations for the staff, which will number from 45 to 50 men permanently located here.

The arrangement which the government has made with the Radio Syndicate is to be in force for five years; and at the end of that time, the government has power to take the whole service over from the Syndicate and operate it as a government work.

### EXTREME HEAT CAUSED DEATH OF ONE MAN

John Alfonso, aged 23, a Finlander, suffered a fatal heat prostration while employed on the St. John Valley Railway construction work by Messrs. James H. Corbett & Sons Company, Inc. in Lincoln, Sunbury County, Saturday.

Alfonso had only joined the Corbett force about a week before, having previously been at Newcastle, Miramichi. He was attached to the gang employed about the steam shovel operating in the Waasid district and had only been working a short time after dinner when he was suddenly overcome.

### MIRAMICHI PRESBY. WILL MODERATE CALL

The congregation of Restigouche in the Northern part of the Presbytery of Miramichi, which was rendered vacant by the removal of Rev. C. A. Hardy, to Rexton, a few months ago, has extended a hearty and unanimous call to Rev. W. F. Burns, of Salt Springs, Pictou Co. N. S. Presbytery is called to meet in Campbellton on Tuesday next to deal with the call, and will also have to deal with the call from East River, St. Marys, Pictou Co., to Rev. J. H. Kirk of Dalhousie.

### DROWNED WHILE SWIMMING AT MARYSVILLE

Newcastle Man's Brother Fatally Seized While out for Swim With Some Companions

James S. Locke, aged 22 years, an employee of the Canadian Cottons, Limited, mill at Marysville, met a tragic death while bathing in the Nashwaak river on Friday night.

The young man went swimming with Messrs. Clarence Smith and Clarence Bruce on the front of what is known as the Fisher farm, some distance below the mills at Marysville. He had not complained of feeling ill and was swimming about some distance from his companions when suddenly they heard his cries for help.

When Smith reached him, Locke was gasping for breath and could not speak. The young men realized the serious condition of their companion and called loudly for help. They tried to get him to shore and finally he sank, dragging young Smith with him. They came to the surface again, but after further efforts on the part of his companions had proven unsuccessful he finally sank for the last time.

The alarm was quickly given and grappling work commenced as soon as possible, but it was not until after midnight that the body was recovered. Town Marshal Fraser Saunders then took charge and with his consent the remains were removed to the home of Mrs. Frank J. Smith, with whom the young man made his home while in Marysville.

The late Mr. Locke was a son of Rev. Edwin Locke, of Pugwash, and besides his parents is survived by four brothers, Fred Locke of Newcastle, and three at home, and three sisters, Mrs. B. Allan, formerly Miss Nan Locke of this city, Mrs. Beattie, in the United States, and another sister in Providence. Deceased had many friends and was highly esteemed at Marysville, and the sad tragedy has cast a gloom over that community.

Dr. R. B. Millin, as coroner, visited Marysville, viewed the remains and enquired into the circumstances surrounding the young man's death. He decided an inquest was unnecessary and gave permission for the burial of the body.

Death was found to have been due by a hemorrhage of the brain, brought on, it is said, by the deceased striking the bottom of the river when diving.

On receipt of the sad news his brother Frank Locke left Newcastle for St. John where he met the remains and accompanied them to Pugwash where interment took place.

### MILITARY PARTY TOURING PROVINCE

Sir Ian Hamilton, inspector general of the imperial forces, and Col. the Hon. Sam Hughes, Minister of Militia, arrived in Fredericton by special train on Monday on their tour through Canada.

At McGivney they were met by Mr. O. S. Crockett, M. P., for York, and party, who had left by special train over the I. C. R.

Sir Ian and the minister and the members of the parties made an inspection of the new military training area, and at noon the special train left for Fredericton, reaching there at 1.30 p. m. Automobiles conveyed the party to the Barker House, where they had luncheon. Accompanying the official party are Col. Victor Williams, adjutant general, Col. Maddox, military secretary to Sir Ian Hamilton.

The band of the 1st York Regiment serenaded Sir Ian and the General and Minister at the Barker House, following luncheon, and then the party took automobiles and enjoyed a drive about the city and suburbs, including a visit to the military property in the city. Later they left by special train for St. John, en route to Charlottetown, P. E. I., and will later visit Halifax, returning to Ottawa this week.

### THE EXPORT OF PULP WOOD FROM CANADA

Is Gradually Decreasing and More is Being Made Into Pulp at Home Each Year

A report on Canada's pulpwood in 1912, issued to-day by the forestry department, shows that rapid progress is being made in the direction of home manufacture of the raw material into woodpulp and paper instead of exporting it direct with consequent large loss to Canadian industry and to home profit. There is, however, still much room for further progress along this line, as is shown by the fact that the total estimated loss to the country through exporting the raw material last year was \$6,524,000.

The forty-eight pulp mills, reporting in 1912, consumed a total of 866,042 cords of raw material, valued at \$5,215,582. The quantity consumed shows an increase of 28.08 per cent. over 1911, resulting in an increased value of the output by 20.12 per cent. in spite of a reduction of 46 cents per cord in the average price of the raw material.

The total cut of pulpwood in Canada in 1912 was 1,846,910 cords, valued at \$11,911,415. Of this total, 980,868 cords or more than fifty per cent. was exported manufactured to the United States. Had these 980,868 cords been manufactured into pulp in Canada the value would have been \$13,220,684. The actual price received was \$6,695,833.

Canada exported in 1912 enough pulpwood to supply fifty-four mills of the average size operating in the dominion at present.

Every province, with the exception of Ontario, increased its home consumption of pulpwood last year. The increases were—Quebec, 38 per cent.; New Brunswick, 14 per cent.; Nova Scotia, 18 per cent. The decrease in Ontario was 18.06 per cent.

In 1911 only 44.02 per cent. of the pulpwood cut in Canada was manufactured into pulp in Canadian mills. In 1912 this percentage was increased to 46.09 per cent.

### ST. DUNSTAN'S CATH. CHARLOTTETOWN

Will be Rebuilt at Once and French Fort Quarry Stone Used

The work of rebuilding St. Dunstan's Cathedral at Charlottetown is to be proceeded with at once. The work has been undertaken by the John S. Metcalfe Company, Montreal, on what is known as the ten per cent. basis, the local committee controlling the supply of labor, etc. The new building will, it is said, in a large measure be a replica of that destroyed by fire a few months ago, and a considerable portion of the walls left standing will be used. The new building will have a fireproof roof, the floors will be of concrete and the spire of wood sheathed with copper. Newcastle and Wallace stone will be used in the construction. It is expected that the exterior and basement will be completed by next spring.

### HEN LAID AN EGG, CAUSED PECK TROUBLE

The untimely laying of an egg in a crate caused a strike at the North-western Railway station in London, recently. A porter, in moving a crate of live hens, noticed that one of the fowls had laid an egg. Slipping his hand through the bars on the crate he took the egg out and placed it on his barrow for safety. A railway detective immediately arrested the porter and took him and the egg to the railway police station.

Within a few minutes all the railway staff on duty ceased work until the district superintendent was informed of the incident and ordered the man's release. The staff then returned to work, but the officials are still considering the fate of the egg, which for the present remains in the superintendent's office.