

The Union Advocate

VOL. LIII.

NEWCASTLE, NEW BRUNSWICK, TUESDAY, MAY 11, 1920

No. 19

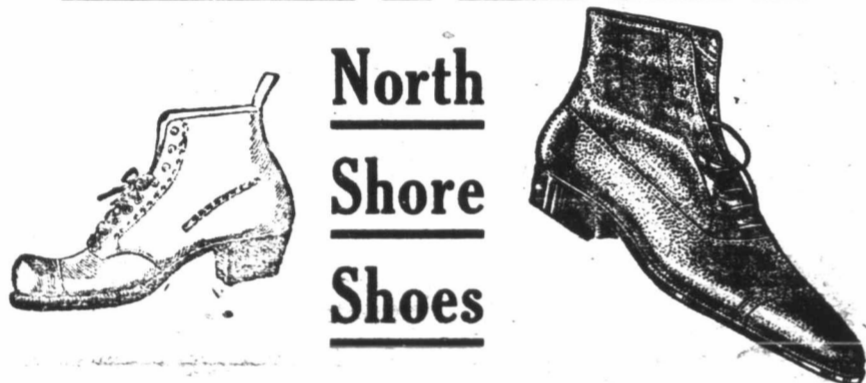
Bargains in Hosiery

UNION COTTON and WOOL RIBBED HOSE in all sizes, a splendid stocking for Boys and Girls at **50c and 75c per pair**
COTTON RIBBED HOSE at..... **25c and 40c per pair**

We purchased a big stock of Hosiery before the recent advance in prices which enables us to offer them at the above figures

A. H. MACKEY

Two Feet of Long Time Satisfaction in Each Pair of



For men or women's dress begins with the Shoes, therefore three essentials to be considered in Shoes are: Quality, Comfort and Style, these are to be found in our line of "North Shore Shoes" for Men, and "Far-A-Head" for Women. Oxfords for Men this season are the dominating feature from a point of dress and economy as well. Mahogany is the prevailing color and there is good demand for Black.

Specially priced this week
From \$8.90 to \$12.50

"Far-A-Head"



The Quality Shoe

In wearing The Far-A-Head Shoes you get both Style and Comfort plus Quality and Economy. Under this label there are several styles and lasts in Boots, Oxfords, Pumps, Slippers with ankle strap, some with baby Louis heel or military heel with the recede french toes, elegance in every step.

Specially priced this week
From \$5.50 to \$9.50

Special Sale in "White Summer" Boots, Oxfords, and Pumps

"White Summer" Boots, Oxfords and Pumps all have that mark of Distinction, Style and Comfort. Keep on good terms with your feet by wearing a pair of these cool Summer Shoes. In this sale we include a large variety of SNEAKERS for men, women and children.

Specially priced this week
From \$1.75 to \$4.50
IT WILL BE WORTH YOUR WHILE TO GIVE US A CALL. COME SOON.

A. D. FARRAH AND COMPANY.

No Effort Being Made to Find Missing Man

Apparently very little effort has so far been made to ascertain the whereabouts of Mr. Clarence Wright, who some two weeks ago left a lumber drive on the Miramichi to return to his home in Newcastle. The men with whom he was working with, organized a searching party but were unable to obtain any trace of him. Naturally these men were obliged to return to their work, which required their immediate attention, and consequently were unable to devote the necessary time for a thorough search. This search was made we are given to understand that nothing further has been done to ascertain his whereabouts. It is feared the worst has happened to the unfortunate man, who was a returned man and was severely wounded and gassed. Our citizens should look into this matter and at once organize a posse to go in search of the missing man whether he be dead or alive. The mackinaw coat which the missing man wore has been found in the woods, and if this clue were acted upon immediately by a good large searching party the mystery might soon be cleaned up.

The Lounsbury Co. Holds Conference

A very interesting and instructive conference was held at the Head Office of The Lounsbury Co. on Monday evening, May 3rd. Refreshments were served by seven of the lady members of the staff and twenty five men of the Newcastle Staff sat down to lunch, also R. S. Curll, Manager of the Chatham Branch and J. H. Dunlop, Manager of Bathurst Branch, were present and gave interesting addresses, as shown on the program given below.

C. C. Hayward, General Manager of the Company presided and explained the object of the gathering and gave an instructive address on "Efficiency" and "The Art of Making a Success of One's Life Work." Following his remarks, addresses were given by members of the Staff, interspersed by musical numbers from some of those present.

Program
The past and the future—F. E. Locke.
The need of Greater Efficiency—S. V. Sisson.
Salesmanship—A. A. MacTavish.
Duet—C. R. and F. E. Locke.
The possibilities of the Music Trade—W. R. McKinnon.
What can we do to meet mail order competition—John Aylward, Blackville Branch.

What can we do to improve our store delivery—William Gifford.
What can we do to improve our method of handling merchandise—John Fallon and Claude Jardine.

Instrumental Solo—W. A. Jessamin.
Service to automobile owners—W. H. Sharpe and Lawrence Parks.

Music—By Male Quartette—W. R. Melanson, G. W. Gunning, Q. Campbell, F. E. Locke.

The future of the tractor business—Walter McEwen.
How can the shop give the car owner the most value—Alfred Marr and C. Carroll.

Our organization and how to improve it—J. H. Dunlop, Manager Bathurst Branch.

The young man's opportunity—Responded to by—J. R. Wood, C. Pearson, A. MacMurray, C. R. Locke.

The Ladies—Responded to by—P. Ray, E. Petrie, John Fallon, W. A. Jessamin.

The future of the automobile business—C. B. Betts, Doaktown Branch.
Music—By male quartette—W. R. Melanson, G. W. Gunning, Q. Campbell, F. E. Locke.

God Save the King

FLOWER POTS AT RUMMAGE SALE

Price Revision For Victory Bonds

Montreal, May 5—The Victory Loan Special Committee have made the following announcement of revision of prevailing prices for Victory Bonds to meet existing market conditions:

Maturity	Net price to seller	Net price to buyer
1923	98	99
1924	98	99
1927	98 1/2	99 1/2
1929	98 1/2	99 1/2
1937	100	101
1944	97	98
1924	98	99

TWO KILLED WHEN C.N.R. ENGINE WENT INTO NASHWAAK RIVER

Driver Frank Gillis of Newcastle, and Brakeman John Estabrooks, of Fredericton, Lost Their Lives, and Fireman Clifford Hughes was Severely Scalded—Death of Estabrooks Awful Feature of the Tragedy—Both Married Men with Families—Rising Water in the Nashwaak Washed Away Part of Embankment at Approach to Bridge.

The most serious train wreck which ever occurred in the province took place Monday morning at about 6.45 o'clock when the C. N. R. freight train from Fredericton to Newcastle went over the bridge which spans the Nashwaak River about a mile above Marysville. The train, which left about five o'clock Monday morning in charge of Conductor Walter Long, the other members of the crew being Frank Gillis, driver; Clifford Hughes, fireman; and John Estabrooks and Nehemiah Osborne brakemen. Of these, Frank Gillis and John Estabrooks are dead, and Clifford Hughes is severely scalded. The gloomed train reached Marysville about 5.30 and the accident occurred about a quarter to six. Previous to this train a light engine, which has been on the run between Cross Creek and Stanley and has been undergoing repairs in shops at South Devon had passed over the bridge without any accident and it is thought by railway men that the jarring of the first one might have caused the cave in which resulted in the derailment of the heavier train. There were sixteen cars in all and of these, two besides the engine, were derailed and thrown over the embankment, and into the river.

Resident's Tried to Stop Train

Sunday night the water in the river rose over three feet and Monday morning it was noticed that the embankment at the northern end of the bridge had caved in. Some of the residents, as this was seen rushed out to flag the oncoming freight, but they were unaware of the more serious breaking away at the other end of the bridge. It is not known whether the driver of the freight attempted to pull up his train or not, but at any rate it would have been impossible for him to have seen the danger signal until he was almost at the point of danger on account of a sharp curve at the approach to the bridge.

Hughes Jumped from Train

The engine rolled completely over and the front part of it rested on the concrete abutment built around the first pier. Thus the cab, was thrown into the water and it was in this that the two men were imprisoned and met their death. It is the custom for one of the brakemen to ride in the engine, and for this reason Estabrooks was there. Hughes the fireman, who is badly scalded about the arms, neck and face, says that he does not know how he escaped but when he was first seen he was soaking wet. The theory is that he jumped, being on the left side of the cab, just as the engine left the rails.

An Awful Feature

John Estabrook's death was the most awful feature of the tragedy. He was imprisoned in the overturned engine, his foot being caught in the fire box and only his head protruding above the water. He implored all who approached to get a saw or any thing and cut off his leg and free him and the agonies he suffered must have been beyond all human imagination. Three doctors were present soon after the accident and their unanimous opinion was that cutting off the imprisoned member would result in immediate death. In this position, then, the unfortunate man was compelled to remain and after three hours and forty five minutes died from the shock and the icy water. He was conscious till the last and conversed with those about him. After life left him he was cut loose from the wreck and the body was taken to his home. The sympathy of the community goes out to his wife and child, who reside in Fredericton.

Gillis Was Drowned

Frank Gillis, the other man killed is a resident of Newcastle and was on this run as a spare man. The regular driver, a man by name of Scott Cowperthwaite, was the regular driver on this train, but a few days ago had the misfortune to crack several ribs, and

Gillis, much against his will was put in charge of the engine and brought the train down on Saturday. He was returning with it at the time of his death. He is survived by a wife and three children who reside in Newcastle. He, like Estabrooks, was imprisoned in the cab, but it was not until after several hours searching that his body was located. It was then some time before it could be freed and it was finally brought to the surface about noon. The clothes of the dead man had been caught in some way, and although there was a burn on the side of his face it is thought that death resulted from drowning.

Crane Could Not be Used

Besides the engine, two cars loaded with pulp-wood went over, and were completely wrecked. A wrecking crane was rushed to the scene of the accident and for a time it was thought that the engine might be raised and Estabrooks liberated. The trouble was that the line was torn away and the rescuers could not get close enough to the engine. Could a crane have been brought from the other side something might have been done.

Transfer Around Break

The train from Newcastle, bearing among other passengers the "Bring Up Father" Company arrived shortly after 12 o'clock and it was necessary for the passengers to transfer around.

Inquest at Marysville

An inquest was held into the deaths of Estabrooks and Gillis last night at Marysville Town Hall. The Town Marshal of Marysville was the constable in charge. Dr. B. M. Mullin of Devon is the coroner.

SEE THE MILLINERY PARLORS AT THE I.O.D.E. RUMMAGE SALE

"A Kentucky Belle" In St. James' Hall

A southern comedy in three acts will be presented by the Junior Women's Club of St. James Church Friday afternoon and evening, May 14th in St. James' Hall. Matinee in afternoon at 3.30 p. m. evening performance at 8.15 p. m. admission Adults 50 cents Children 25 cents.

The scene is set in Southern Kentucky and the play is interesting throughout, Miss Mariah Douglas a southern aristocrat wishes her niece, Isabel to marry Col. Wm MacMillan also an aristocrat, but old, stupid and deaf. Isabel being in love with an ordinary telegraph lineman puts off the colonel, who on five occasions came with the purpose of proposing.

At last, Isabel consents to taking a chance on marriage. Should Kentucky Belle, her race-track horse, lose a certain race, she will marry the lineman. "Kentucky Belle" wins, whereupon the Colonel transfers his affection to the aunt Mariah Douglas, and the lineman turns out to belong to one of New York's best families and son of a multi-millionaire.

Both Isabel and Mariah are happy as ensemble sing My old Kentucky Home.

Barber's Barrel For Falls' Trip

London May 3—Charles George Stephens, the Bristol barber, who, as previously cabled to The Mail and Empire, intends to "leap" Niagara Falls with a handmade barrel, will sail for America this week. Stephens' special barrel into which he will be strapped, is fitted with special appliances to enable him to make the dangerous descent over the Falls. The barrel is six feet, two inches high, its diameter at the top and bottom is 26 inches, and in the middle, 22 inches. A 100-pound weight fixed in the bottom is expected to keep it upright in the water.