

The Union Advocate

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NEWCASTLE, N. B., APRIL 24, 1912

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NEW MIRAMICHI BRIDGE TO BE BUILT AT NEWCASTLE

A new Member Each for Gloucester, Westmorland and Moncton--Miramichi Bay Railway Incorporated--House Prorogues.

Fredericton, April 19.—Hon. John Morrissey, Chief Commissioner for Public Works, introduced a bill in the House before adjournment was made early this morning to provide that the government shall borrow \$300,000 for permanent bridges and works of a permanent character. It is proposed to construct or commence construction of the following bridges this year: Fillmore Mill, Yvonne in Albert County; Pokok embankment and pipe culvert, Doherty brook, Lane's Creek, Beauséjour mouth in Carleton county; Haines, Smithtown, Tins, in Kings county; James Jardine, Graham Pt., Molus River mouth, in Kent county; Levesque (Xavier) embankment and pipe culvert, Murchie, in county of Madawaska; Newcastle, in Northumberland county; Cole's Island, Bumpce Chase, Hunter's Ferry, Fulling Mill, Tupper, in Queens county; Marret, in Westmorland; Grand Falls, in Victoria county; McKenzie Hollow, Durham Bridge retaining wall, Stoneridge in York county.

Hon. Mr. Fleming introduced a bill to amend the act to establish a board of public utility commissioners. He explained that the bill provided for the enforcement of penalties under the act.

Hon. Mr. Grimmer introduced a bill to regulate theatres and cinematographs. He explained that the bill was for the purpose of regulating moving picture shows and followed along the lines of the system in vogue in Ontario, Quebec and other provinces, and was introduced to protect the morals of children. Under the provisions of the act no child under the age of fifteen shall be allowed to attend in any picture show unless accompanied by parent or responsible person, while there is also a provision to control moving picture machines which if not properly conducted would cause loss of life.

Hon. Mr. G. Linnar introduced a bill to amend the act respecting protection of woods from fire.

Hon. Mr. McLeod introduced a bill to further amend the New Brunswick election act of 1908. He explained that the bill provided new boundaries for some of the electoral subdivisions and also provided that Westmorland county should have four representatives outside the City of Moncton, and that Gloucester county should have two representatives.

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was changed so that the dates would be from arch 25 to May 15, the length of the season remaining the same as before.

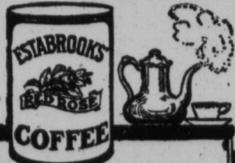
The closed period for beaver was extended to 1915.

Fredericton, April 2.—The corporation committee met this morning and agreed to bills incorporating the North Shore Navigating Company, and the Miramichi Valley Railway Company, and to amend the act incorporating the Imperial Dry Dock Company with amendments.

The bill to further amend the N. B. Electric Act was considered and adopted with amendments. One gives a committee city two members.

RAILWAY ON THE MIRAMICHI
The bill to incorporate the Miramichi Valley Railway Company was agreed to with amendments, and the title of the Company was changed to the Miramichi Bay Shore Railway Company.

At three o'clock His Honor the Lieutenant Governor, came to the chamber and assented to the bills passed during the session and then returned to the House.



"Knack"
"Knack" is not needed to make good coffee every time. Follow the directions in each sealed tin of Red Rose Coffee; and in six minutes the small crushed grains give you the full strength and bristly flavor of this choice coffee. There is no dust, so Red Rose Coffee requires no "settling." No chaff, so no bitter taste. You will surely like Red Rose Coffee

HOW THE GREAT WRECK HAPPENED

Survivor of the Titanic Tells the Story--Disaster Charged to Carelessness of Company and Crew--The Women Saved--Men Died Like Heroes--1,635 Dead, and only 705 Survivors.

New York, April 23.—Steamship Carpathia came into New York tonight with first news direct from the great White Star line Titanic. The great liner went down with her band playing, taking with her to death all but 745 of her human cargo of 2,340 souls. To this awful death list six persons were added. One died in a lifeboat, and five subsequently succumbed on the Carpathia. The total death list, as brought to port tonight by the Carpathia is 1,601 and 739 survive.

CANADIANS LOST

The Canadians lost are: Charles M. Hays, Montreal; Thornton Davidson, Montreal; Guigley Baxter, Montreal; J. Hudson Allison, Montreal; Mrs. Hays's daughter, Montreal; H. Markland Molson, Montreal; Vivien Payne, Montreal; J. L. Levy, Montreal; Dr. Pain, Hamilton; Hugh Ross, Toronto and Winnipeg; Mark Fortune, Winnipeg.

The Canadians saved are: Mrs. C. M. Hays, Montreal; Mrs. Thornton Davidson, Montreal; Mrs. Hays's daughter, Montreal; Master Allison, Montreal; Mrs. Dr. Douglas, Montreal; Mrs. James Baxter, Montreal; Miss Alice Bowerman, Montreal; Mrs. J. G. Hogabin, Toronto; Major Arthur Peuchen, Toronto; Miss Alice Fortune, Winnipeg; Mrs. Mark Fortune, Winnipeg.

Practically all the women, except those who refused to leave their husbands, were saved.

HOW IT HAPPENED

New York, April 19.—The mystery which has shrouded the last hours of the famous Canadian who went down to their doom with the ill-fated liner Titanic, was penetrated last night when Major Arthur Peuchen of the Queen's Own Rifles of Toronto, president of the Standard Chemical Company, told of his own miraculous escape from the sea. Major Peuchen alone of ten Canadian men on the Titanic was returned to tell of the last hours of his friends who perished with the ship. It was only his training as a sailor and soldier and his own physical agility which singled him out as commander of the sixth life boat to leave the ship and thus save his life.

Before leaving the fast sinking Titanic Major Peuchen spoke briefly with the late C. M. Hays, general manager of the Grand Trunk Railroad. "Good-bye Peuchen, I feel that the ship will last another eight hours and by that time we shall have assistance" were the last words of the great railway magnate.

One of the most cherished objects which Major Peuchen bore with him from the wreck is a small piece of coarse paper on which is scrawled the major's sea commission. This paper stood between death and its victim, and to it Major Peuchen owes his life. It reads:

"Major Arthur Peuchen was ordered into boat by me owing to the fact that I required seamen, such as he proved to be, as well as a brave man."

(Signed) D. J. B. LYNCH, 2nd Officer late Titanic.

This is Major Peuchen's instruction for taking over the sixth life boat instead of remaining on board to go to his fate with nine other Canadians who were his associates. The major told his story last night on his arrival at the Waldorf Hotel surrounded by his two children, his wife and his brother-in-law, Thompson of Orillia, Ont. Major Peuchen said:

"It was Sunday evening, a starry night and calm. There was an exceptional bill of fare on for evening dinner. We were all in evening dress and the ladies wore many a jewel. Music went on as usual. I dined with Mrs. Markland Molson, Mr. and Mrs. Allison and their little girl. E. ything was exceptional bright.

"Then I went to the smoking room and met Mr. Beattie, partner of Hugo Ross of Winnipeg, formerly of Toronto. I also met Mr. McCarthy of the Union Bank of Vancouver, and a financial man from Toronto. The talk was unusually bright. This was about seven o'clock. Then I said good night, I am going to turn in."

"I had just reached my berth when I heard a dull thud. It was no like a collision and I did not think it serious. That's extraordinary I thought and went up to see. I ran upstairs and on my way met a friend who laughingly said that we had struck an iceberg and we went upon deck.

ICEBERG SEVENTY FEET OUT OF WATER

"There we found that we had struck at one o'clock about seventy-five feet from the point and had scraped along the starboard side. The berg must either have shifted the keel or ripped open the side, for we began to take in water along the whole length of the boat. The bulkheads were, therefore, no use. I went on deck and saw the ice falling on us. The berg was about seventy feet high. Our steamer itself was seven decks high and the berg was even with the upper deck.

"As the berg passed the port holes it alarmed the women in the berths. The passengers came on deck one by one, some in pyjamas, some in evening gowns. They were not yet much alarmed. I went inside and spoke to my friend Molson. Hugo Ross was sick in bed. Then I got in touch with Charles M. Hays and Thornton Davidson, a son-in-law of Mr. Hays. The three of us, Mr. Hays, Mr. Molson and Mr. Davidson, went up to see the ice.

"I then for the first time saw she was listing. This was about fifteen minutes after the strike, she is listing, I said. Then I noticed that all the people were taking to life belts and for the first time it looked serious. I wouldn't believe it, however,

knowing that the Titanic was such a safe boat. Finally I realized the seriousness of the thing. I went inside, threw off my dress suit, put on my warmest clothes and my steward, a very nice fellow, helped me put on my life preserver. I never saw him again.

"I took three changes and a pearl pin. There was \$200.000 worth of stocks and bonds, all my jewelry and presents for my daughter Jessie and family in Toronto, but I did not take them. When I got outside all the people lined up with life preservers. I companionably made matters look serious.

FAREWELLS OF HUSBANDS AND WIVES

"Prior to this I went in to warn Mr. Ross, who was ill in bed. I met Mr. Beattie and he went in and warned Mr. Ross. On the top deck, as I mounted, all the boats were swung out ready for action. Just at that moment a mob of stokers swarmed up to the decks. The first officer, a big burly fellow, drove them back with a fury. Then I found they were short-handed and I assisted. I helped cut off all the coals on the first life boat and to take out the sails. Then I assisted in putting the ladies in the boat and officers stood nearby. We filed the first boat and lowered it. The women kissed their husbands good bye, the men bands assisted their wives to the boats and then stood back like any other men.

"I saw no evidence of cowardice, but an Italian was then discovered concealed in the boat with a broken arm.

"We then lowered the second boat. When the wife refused to go without the husband, the wife had to stand by. The same rule prevailed with a mother and daughter. An officer on the starboard side was lenient and there it was that many men got in. The officer on the port side was very severe, and would allow none but women and children to enter the boats.

BOATS NOT ALL FILLED

"The boats were not filled to capacity. One boat had only twenty-three in it, but its capacity was sixty. The officer replied to my query over this condition that the boat chains would not hold the heavy load of a full boat. The capacity of sixty could be had when the life boats were in the water.

"Every woman who cared to go was taken off. There was no necessity for any woman being left behind. Finally we came to the sixth boat. The quartermaster let the boat down part way. Then he said 'We have only one seaman in the boat, we want three or four more seamen.' I then went forward and said, 'I am a yachtsman and can handle a boat with any man.'

(Continued on page 4)

SIXTH CHILD GONE

Whole Family of P. E. I. Children Now Wiped Out.—Bodies Will be Taken up.

Charlottetown, P. E. I., April 21.—Another chapter in the McGee tragedy was added yesterday by the death of the sixth and last child Johny, aged ten years. He took ill last Tuesday with the same symptoms of poisoning as had carried off his brothers and sisters, on the previous Friday, and Saturday. Dr. Fraser was called on Thursday. He reported the case to the Attorney General who ordered the boy to be brought to the hospital in Charlottetown in order that his condition might be closely observed and in the hope that it might give some evidence on the mystery. Johny was taken to Montague Friday night by his grandfather, Thomas Cassidy, to be taken here next morning, but he died at 4 a. m. Saturday. An inquest was begun at Cassidy's last evening, searching evidence will be kept up and the bodies of the children who died last January, will be exhumed and carefully examined. The air is full of rumors and the strange suspicious theory, that the Osh caused the death of the five children last week is now well exploded, as Johny had eaten no fish for about a week. The contents of the stomachs of some of the children who died on Saturday week last, showed no traces of mineral poisoning.

ELOPEMENT FROM DALHOUSIE

By A. Lennox and Miss Opal LaLois Make Runway Match—Are On Trip to West.

Word of the elopement from Dalhousie of two young people, both well-known on the North shore came as a great surprise Sunday night. The young lady in question is Miss Opal LaLois, daughter of Mr. C. H. LaLois, the local member of the legislature from the county of Restigouche, and the groom is Mr. Roy A. Lennox, a well-known commercial man.

Owing to the difference in their religious beliefs, and the opposition of both of their families to the match, the young people determined to marry first and let the world know afterward. Miss LaLois is said to have gone to Campbellton on Saturday afternoon from Dalhousie, and Mr. Lennox arrived there in the early evening. They procured a license and were married that evening, leaving on the maritime express on a trip to the west.

THE DISASTER A THEME OF LOCAL PULPITS

The Titanic disaster was mentioned in the local pulpits Sunday, the pastors impressing upon the flocks the necessity of being always prepared for death but also of taking every precaution to preserve their own safety.

