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COUNCIL MEETING WAS MORE LIVELY THAN USUAL

Members Accuse each Other of Want of Courtesy and Aid. Clark Hands in His Resignation and Leaves Meeting—Scott Act Inspector Brobecker Alleged to be Negligent in His Duties, and Reports that He is doing best he can.

The regular monthly meeting of the Town Council was held on Thursday last. His Worship Mayor Morrissey in the chair and all the aldermen being present.

The minutes of the last regular meeting were read and approved.

An affidavit was read from Geo. D. Farrah setting out that he was not a resident of Newcastle and not liable for town taxes, and it was referred to the Petitions Committee.

Finance Committee presented some bills which they recommended for payment, including one for \$6.08 from H. Brobecker for commission on taxes collected from Jas. P. Whelan which had been voted by the Mayor. His Worship having explained the reasons why he had vetoed the payment, the council ordered payment of all the bills.

Ald. Belyea wanted to know if it was intended to use the street sprinkler this year, and in reply Ald. McGrath said that the committee would bring it out the first hot day.

A bill from T. H. Whalen for \$25 for Scott Act prosecutions was ordered paid.

A communication was read from Ald. Falconer, chairman of the Police Committee, which alleged that Inspector Brobecker was not doing his duty and recommending that he be dismissed. Referred to the Police Committee to investigate and report.

Ald. Stuart wanted to know why there was a report from the Scott Act inspectors, but could get no information on the point.

Reports were read from other committees and several bills were ordered paid.

The Mayor said he had a couple of matters he wished to bring before the council in the hope that they would be taken up and dealt with. The first was the desirability of extending the street from the Curling Rink to the station. This matter had engaged the attention of the council two years ago, but the succeeding council had not pursued it.

Several aldermen said that the arrangements made with most of the parties owning land through which the proposed street would pass and it only needed to get the deeds legally transferring same to the council.

Ultimately the matter was left with the Public Works committee to enquire into and report at the next meeting how much still remained to be done.

The other matter His Worship said was that of a day service of the electric trolley. This he felt to be a very important and desirable service to have, and from enquiries he had made, he had little doubt that it would be a paying service. Now that the hot weather was coming, many people would install electric heaters, have a light in dark cellars. Besides when the bridge was completed, power would be wanted to open the draw, for which the government would pay \$150.00 a year. The town might as well have this \$150.00 as not.

After some discussion, Ald. McGrath moved that the service be installed for three months and at the end of that period, the Committee report on the financial results.

Ald. Falconer seconded. Ald. McKay moved an amendment that the matter be referred to the Light and Water committee to ascertain the probable cost and also the probable revenue and report at next meeting.

Ald. Stuart seconded. Ald. Belyea moved in further amendment that the council to now adjourn till Tuesday next and in the meanwhile the committee procure the desired information.

Ald. Sargeant seconded. Ald. Belyea's amendment carried and the council adjourned.

The adjourned meeting was held on Tuesday evening, the full council being present except Ald. Belyea. A communication was read from Ald. John Clark tendering his resignation as Chairman and member of the Light & Water Committee and was ordered laid over until after report of that committee.

Reports of committees being called for, Ald. Clark said the L. & W. committee had no report to give

with reference to the cost of the proposed day electric service. He felt that he had hardly been treated courteously in having the task forced upon him of reporting on the feasibility of a proposal which he had expressed the opinion was not practicable. He would merely give the Council some figures which would to some extent show the cost. An engineer could not be got for less than \$2.50 a day which would be \$913 per year and at least one ton of coal extra a day would be wanted which would cost \$3.15 per ton or \$1150 a year. These two items came to more than \$2,000 and there were other items to be taken into consideration which would increase it.

Ald. McGrath said Ald. Clark was not treating the Council with much courtesy in not bringing in a report when the meeting was specially adjourned for that purpose.

Ald. Clark retorted that Ald. McGrath sought by his motion at the last meeting to take the matter right out of the committee's hands.

After some discussion, on motion of Ald. Ritchie it was resolved that the committee be given an extension of time to bring in a report.

Ald. Clark said he might as well state then as at any other time that he flatly refused to take any further part in the matter.

Ald. Clark then handed in a further communication resigning his office as a member of the Council, and left the meeting.

The Police committee brought in the following report.

Newcastle, June 24th, 1913.

Whereas it is a matter of common knowledge that there is very much drunkenness in Newcastle in such places and among such people as to make it most apparent and probable that the liquor used is purchased illegally in this town.

And Whereas Constable Brobecker as Inspector under the C. T. A. with his police duties to interfere with his devoting the greater part of his time to the regular duties of his office as Inspector, has evidently refused to do anything to lessen such illegal sale of liquor and has no business to report for the last month a day had only two complaints since his appointment and the information for these two cases was given him by another officer.

And Whereas Inspector Brobecker does not reside here and in consequence absent from town during evenings when much information of value might be obtained;

And Whereas we have no assurance that Inspector Brobecker will in the near future, remove his residence to Newcastle;

We therefore recommend that this Town Council's engagement with Mr. Brobecker as Inspector be terminated at one month from date.

JAMES FALCONER
H. H. RITCHIE
H. H. STUART.

Ald. McGrath said the report made no charge against the Inspector.

Ald. Falconer said the charge was that he was absent from the town a good deal of his time and when he was most wanted. He moved the adoption of the report.

Ald. Stuart seconded.

After some discussion on points of order Ald. McGrath moved that Inspector Brobecker be heard in his own defence.

Mr. Brobecker then stated that he was doing the best he could. He could easily bring charges but it would be a very different matter when it came to proving them. If the Council wished, and would be willing to bear the cost, he would bring charges every day against suspected persons.

On the motion being put, five aldermen, Stuart, Ritchie, Falconer, Sargeant and Belyea voted for it. Ald. McGrath against and Ald. Clark and Belyea absent.

The Mayor declared it lost, as it needed a two thirds vote of the council to carry it and five is not two thirds.

Messrs. P. J. McEvoy and John J. Barron were reappointed auditors of school accounts.

Council then adjourned.

With the Minister



F. P. GUTELIUS,
General Manager, I. C. R.

OCEAN FREIGHT RATES CAUSING COMPLAINT

The Large Increases in Last Two Years Give Rise to Much Suspicion

There have been loud complaints about the increases in ocean freight rates. In the last two years the increases, notably on wheat and flour for British ports, have been unprecedentedly large. They have been sprung on shippers in such a short space of time as to warrant suspicion of a pool by transportation concerns. Either the rates were too low before or they are exorbitant now.

There are those who claim that the increases have been sufficient to rob the people of Britain and Canada of the benefits of British preference and place them in the pockets of the ship owners. Whether this is true or not it seems quite certain that the heavy increases materially hinder the export trade of Canada and have a most unfavorable effect on the price of export cereals in the west.

The appointment of a commission by the Dominion government to investigate this increase should result in a more equitable distribution of the benefits of the information laid before Parliament on this subject by Mr. Arthur Meighen made a prima facie case for an official investigation, following the enquiry previously conducted by the Department of Trade and Commerce.

Speaking in the House of the subject, Premier Borden stated that the matter was one for the attention of Parliament, and the Government was prepared to lose no time in recommending or applying such remedies as might be found workable if any injustice or hardship were shown to exist. As Canada's Atlantic trade is of such immense consequence to her, and unwarranted rate impositions so injurious to her internal trade, it would seem advisable to have the enquiry made as soon as possible.

THIS BEETLE LIVES ON POTATO BUGS

A correspondent living in Waterborough, Queens County, writes to the Globe as follows:—

In my last notes I mentioned that Colorado beetles were very scarce. A few days ago Mr. Wiggles noticed a strange insect on his potatoes and sent it to the entomologist of the Experimental Farm for classification. In a few days he received the following reply: "Dear Sir—I have the honor to acknowledge the receipt of your letter of the 14th inst., together with the separate box containing the beetles which you found on your potatoes. This beetle is one of the Solier Beetles, and is known technically as *Telephorus rotundicollis*. These insects are predatory in habit, and some of the species are of much benefit in controlling injurious insects. It is just possible that the species in question may have fed last year on the larvae of the potato beetle, and this may explain their numbers at the present time. It would be most interesting if you could find any of these insects actually eating grubs of the potato beetle.—C. Gordon Hewitt, Dominion Entomologist."

THE MINISTER OF RAILWAYS

And Party Visited Newcastle where they Received a Delegation from the Board of Trade

MINISTER SYMPATHETIC

When Delegation Laid Before Him a Statement of the Needs of the Locality in the Direction of Improved Service

The Hon. Frank Cochrane, Minister of Railways, who with Mr. F. P. Gutelius, the new General Manager of the Intercolonial and other leading officials has been making a tour of inspection of the road, arrived in the Miramichi on Monday night, their first stopping place being Blackville. On Tuesday morning, they came up to Derby Junction over the Indianan branch and from there went to Chatham Junction, whence they backed down to Blackville again over the discussed line through Chelmsford, in order that the Minister and his advisers might learn first hand something of the nature of the road and the country through which it passes.

Returning from there they journeyed to Chatham, where they were met by the members of the Board of Trade, who apparently started in to give them lessons as to how a railway should be run—that is in the interests of Chatham—accompanied by a dissertation on the subject of "Vested Rights." As soon as they could get away, the party left and arrived at Newcastle at 3 p. m. where a delegation from this Board of Trade awaited their coming. Having greeted those members that he knew the Minister and party adjourned to the waiting room where the members of the delegation addressed him on railway matters. A good part of their time was taken up in correcting the misstatements and misrepresentations made to the party by the Chatham Board, and both the Minister and Mr. Gutelius left Newcastle with a much clearer idea of the situation than they possessed when they arrived.

The delegation did not state up the time of the Minister in offering him advice as to how to run the road, but confined themselves to pointing out to him how the service could be improved in the interests of local traffic, to all of which a sympathetic hearing was given. The party left at 3.30 to continue their journey east to Montreal.

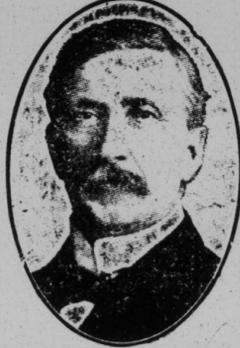
Important plans for the improvement of the I. C. R. are under consideration following the visit of Hon. Frank Cochrane to the Maritime Provinces. These plans involve the double tracking of the line from Moncton to Halifax. Mr. Cochrane and F. P. Gutelius, have been making as thorough study of the conditions of the road as the time at their disposal would permit, and it is understood that the decision to have a double line of railway from Moncton to the new terminals at Halifax has been reached.

Before this work is begun the road will be improved in respect to grades, so that when the present plans have been carried out the Intercolonial will be in a first rate position to take care of the increased traffic which the officials of the road expect.

NARROW ESCAPE

While running eastbound in a gasoline speedy, at the rate of thirty-five miles an hour, on the main line of the I. C. R. near Wentworth, N. S., Monday afternoon, Messrs. H. G. Rolfe, chief electrician of the I. C. R. and an assistant, Mr. H. A. Carson, both well known residents of Moncton, had an extremely narrow escape from death when their motor car was struck and demolished by a west bound freight special, which met them on a sharp curve at Westworth west semaphore. Both men jumped from the trolley a few seconds before the collision occurred. Mr. Rolfe escaped with a bad shaking up and a few bruises, but his companion, Mr. Carson, while not seriously hurt, received injuries of a very painful nature which will probably keep him from his work for some time.

Minister of Railways



HON. FRANK COCHRANE,
Who Visited Newcastle on Tuesday

CLOSING EXERCISES ST. MARY'S ACADEMY

Took Place on Friday under very Enjoyable Circumstances

The annual closing exercises of St. Mary's Convent School were held on Friday evening in the presence of many interested spectators. The pupils (175 in number) acquitted themselves handsomely, with great credit to their teachers. Rev. P. W. Dixon presided and gave an earnest and helpful address. Prizes were presented by the Rev. Mother Superior, Rev. Fathers Dixon and Cormier, Principal L. R. Hetherington, of Harkins Academy and J. R. Lawlor.

The programme was as follows: Piano Duet, "Faire la Militaire" Franz Behr—Graziella Melanson, Loretta McManus, Maude Falconer, Hedwig Morris.

Junior Department
Welcome Song, Soloists—May McEvoy, Mona Robinson, Lucretia Gormley.
Recitation—"When I'm a Woman"
Promotions, Prizes, Certificates of Honor.

Intermediate Department
Class Song, "Silver Bells of Memory"
Promotions, Prizes, Certificates of Honor.

Diplomas for Business Penmanship from the A. N. Palmer Co. Cedar Rapids, Iowa.

Operetta, "Lost and Found"—Annie Keatin, Lottie McWilliam, Bernadette Keating, Dorothy Lawlor, Helen Neff, Louisa Murphy, Cecil Murphy, Marie Jeanne Champoux, Mary McCarron.

Piano Trio, "Overture" from "Siegfried" Rolfe—Graziella Melanson, Loretta McManus, Marie Ange Gosselle, Maude Falconer, Helen Neff, Margaret Meahan.

Senior Department
Promotions, Prizes, Certificates of Honor, Medals, etc.

Class Song, "Hail Sweet June"
Soloists—Berthe Goudreau, Loretta McManus, Graziella Melanson.
Conversation, "Knowledge is Power"—Loretta McManus, Mabel Gorman, Graziella Melanson, Hedwig Morris, Margaret Meahan, Angela Ryan, Marguerite DeWolfe, Louis Rolfe, Ernestine Laundry, Berthe Goudreau, Bessie Murry, Inez Carrigan, Susie Murphy, Emily Clair, Marie Ange Gosselle, Florence Newman.

MERSEREAU V. SWIM NOW BEFORE COURT

The adjourned session of Northumberland circuit court, which opened three weeks ago and was postponed to permit of the attendance of Hon. J. K. Flemming, Surveyor General, who is an important witness in suits of Mersereau vs. Swim and counter suit of Swim vs. Mersereau, was resumed on Tuesday morning before Hon. Mr. Justice McKeown. The former is an action for replevin the plaintiff alleging that the defendant wrongfully entered on lands belonging to plaintiff, and cut timber therefrom. Dr. Tweedie, K. C., and R. Lawlor, K. C. for Mr. Mersereau, and H. A. Powell, K. C. and A. Davidson, K. C., for Mr. Swim.

The case is now proceeding, and for the plaintiff the following witnesses have been called:—John T. Mersereau, Mrs. Beek, Hon. J. K. Flemming, Surveyor General, Col. Loggie, Deputy Surveyor General, G. B. Mersereau of Rumford Falls, Me., J. Gaston, Col. Mersereau and Fred Mersereau. This concluded the evidence for plaintiff and Mr. Powell opened the case for Mr. Swim, calling Mr. A. E. Hanson, D. L. S., of Fredericton as his first witness.

The hearing will probably continue over to-morrow.

IMPORTANT LEGISLATION RESULT OF THE RECENT SESSION

Partizan Liberals in the Senate Killed Three Important Measures—The Highways Bill and Bill to Enable Government to Acquire Branch Lines Rejected—Tariff Reductions, Bank Act, Parcel Post and Agricultural Aid Bills Passed.

The session which has recently closed has been one of the most interesting and one of the most valuable—despite the nullification of a large part of the work of the Senate—since Confederation. The outstanding feature of the session was of course the naval bill, which provided for an expenditure of \$35,000,000 for three Dreadnoughts to increase the effective fighting forces of the Empire. Through the almost inexplicable opposition of the Liberals to this measure which proposed that Canada should at last do its share of the naval defence of the Empire, some two-thirds of the time of the House was taken up with this bill. Growing out of the disgraceful blockade of all business by the Liberals and the still more disgraceful scene which was precipitated on two Saturday nights during the blockade, by Hon. William Pugsley, the Government amended the antiquated rules under which Parliament has been governed.

Canada has been the only important legislative body in the world which has had no closure rules which prevents a small minority by sheer physical endurance from holding up all business. The action of the Liberals compelled the Government to amend the rules and the Canadian Parliament is now brought in line with the Mother Parliament and the American Congress. The value of the rules has already been demonstrated. They have only been put in force once and unless a similar occasion arises are not likely to be again invoked, but their presence on the rules of the House seem to have had a salutary effect. Since they passed the business of Parliament has been conducted in a more systematic and businesslike way, while speeches have been shorter, pithier and more to the point. Their value has already been proven.

Bank Act Passed

Outside of the naval bill the most important measure of the session was probably the Bank Act. Hon. W. T. White, Minister of Finance, introduced in the House a most progressive act, a great advance on any measure which Canada has ever seen. The Fielding bill which was prepared the year before left the Bank Act without any change. Mr. White's bill provides for several important changes. It provides for greater protection to shareholders in the formative stages. A repetition of the Farmers Bank disaster is now almost an impossibility. It provides for greater elasticity of currency by the establishment of a central gold reserve, while it also provides for a thorough external audit along the lines of the Scotch banks. It also has an important provision allowing banks to loan money to farmers or threshed grain, a boon to the grain growers of the West.

The bill was thoroughly discussed by the Banking and Commerce Committee for weeks and witnesses were heard from all parts of Canada representing various interests and classes. Many amendments were suggested and some were accepted by the Minister. It was generally realized that the bill as introduced by the Minister about met the situation, being progressive and protecting the interests of shareholders, depositors and the public. The act is recognized as a wonderful step forward.

Money for Agriculture

From the standpoints of the agricultural interests the two most important measures of the session were the Aid to Agriculture bill and the Highways Act. The Agriculture Bill is the most important measure ever passed by a Canadian Government for the benefit of the farmers of the Dominion. It provides for an expenditure of ten million dollars spread over ten years to be largely devoted to agricultural education and divided amongst the provinces according to population. C. C. James, former Deputy Minister of Agriculture for Ontario and one of the best agricultural experts in Canada, will oversee the work of co-operation between the Dominion and Provincial Governments.

The Highways Act which was slaughtered by the Senate provided for an expenditure of a million and a half dollars for the improvement of roads in Canada. The money was to be divided amongst the provinces according to population and had been endorsed by rural associations and good roads organizations all over Canada.

Parcel Post Introduced

Hon. L. P. Pelletier fathered three important measures this past session. The most vital measure—and one which will benefit the whole of Canada—was the parcel post bill. For years there has been an agitation for parcel post in Canada, but it was left to the present energetic Postmaster General to bring it into practical effect. The parcel post system will come into effect on January 1, 1914.

Another Important Bill of Mr. Pelletier

Another important bill of Mr. Pelletier ratified an agreement between a wireless company and the Dominion for the establishment of a cheap trans-Atlantic cable service. Rates will be cut almost a third. It is the first real effective attempt which has ever been made to break the cable monopoly and should be a boon not only to the business and commercial interests but to everyone who is ever called upon to cable to the old land.

Improves Mail Service

The third important measure of the Postmaster General was the agreement calling for a vastly improved and fast Atlantic steamship service between Canada and Great Britain. Canada will no longer be dependent upon New York for its mail service while a much improved passenger and freight service between the two countries will be given. Both the wireless arrangement and the steamship contract will tend to draw closer the bonds between Canada and the Motherland. In addition to these bills Mr. Pelletier introduced measures providing for increased pay to letter carriers and railway mail clerks.

Duties Reduced

Important reductions in duty were announced by the Finance Minister when the Budget was brought down. The most important is on raw sugar as a result of the West Indies agreement. This reduction of about 20 per cent. resulted in an announcement the following day of the reduction in the price of sugar to the consumer. Another important reduction was in cement. The reduction will be of particular benefit to the West. Ditching machinery was put on the free list—a very practical benefit to farmers who require draining, and linotype machinery which is not manufactured in this country, was put on the free list.

Mr. White was able to announce in his budget speech the largest surplus in the history of Canada, \$55,000,000. The financial position of the Dominion Government has not been as good for years. No loans were needed during the past year, the debt was reduced, two loans which fell due will be paid this year and the securities of Canada stand higher than any other Overseas Dominions.

An important measure which was rather overlooked was that amending the criminal code which will go a long way to stop the White Slave traffic in Canada. Severe restrictions on the carrying of concealed weapons of every kind was also passed.

Master of Parliament

It was an arduous session for Premier Borden, but he handled it with a firm hand and in a most tactful and diplomatic manner and that he was master of Parliament he demonstrated time and again. Upon the shoulders of Hon. Robert Rogers has fallen many of the burdens of the session. He was the target for many attacks, but the Liberals found in him more than their match and he came out of the session popular with both sides and recognized as one of the big men of the session. The Cabinet all round has had a hard session and has proven its worth.

The Liberal majority in the Senate nullified a large part of the work of the session by killing three of the most important measures, the Naval Bill, the Highway Act, and a bill giving the Minister of Railways an annual authority to purchase branch railways which are feeders to the Intercolonial—a much needed reform.