

# The Union Advocate

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NO. 20

## IMPORTANT CIVIC QUESTION DISCUSSED

### Joint Meeting of Women's Institute and Town Improvement League Talk Over Many Things of Public Interest

The Newcastle Women's Institute held a very interesting meeting last night in their cosy rooms in the W. T. U. Hall, Mitchell Street. Mrs. Gough presided. Among other ladies present were Mesdames H. H. Stuart, secretary; G. G. Stothart, A. J. Ferguson, C. C. Hubbard, H. Wilkison, Emma McMillan, H. S. Leard, J. K. Pell, A. E. Petrie, R. A. N. Jarvis and B. F. Mackay.

The members of the Town Improvement League having been invited to attend, the following were present: Rev. S. J. MacArthur, and after a special session of Town Council, Mayor Fish and Aldermen C. C. Hayward, A. H. MacKay, T. A. Scribner, James Stribles and H. H. Stuart.

A vigorous discussion was carried on, covering such subjects as the observance of the Anti-Smoking laws for minors, the attendance of children under age at the moving picture shows, fire escapes at the picture theatres, the nuisance of unsightly and unsanitary old buildings, the use of vacant lots, the condition of the schools, etc., in which after 9 o'clock the gentlemen joined at the request of the Institute.

Several ladies complained that children too young are allowed at the picture shows, and get cigarettes. Others thought that there was evidence of reckless expenditure on the part of some young soldiers. It was a pity part of the soldier's pay could not be withheld and banked by the Government for his benefit.

Rev. Mr. MacArthur said that more than half was withheld, as soon as they went overseas.

Ald. Stuart, asked by the president to give his opinion on what should be done with old buildings, said there did not appear to be any law whereby unsightly buildings that were a menace to health or public safety could be removed without the consent of the owners. A very good law had been passed at the last session of the Local Legislature, whereby any dwelling house unfit for habitation may be closed up by the Board of Health. This in the hands of good officers would be a great blessing.

For already, in all our towns, the squalid district was appearing. It was caused by scarcity of houses. At the present moment there are no vacant houses here. If a new factory were erected or many people from any reason suddenly moved into Newcastle, rents would increase so that those who occupy large houses would have to pay double rent or else live in half as much room as formerly. Thus the poorest would be crowded into narrow quarters, and we'd have a slum district. In fact we already have the beginning of it. By the official report of 1912, there were 21,000 families in Dublin living in one-room tenements. It was those unfortunate who unsuccessfully struck for higher wages in 1913, were beaten and forced to continue under old conditions, until the recent outbreak when they joined the Sinn Féin movement and wrecked the houses and stores of the wealthy who had opposed them three years ago. This foolish and profitless outbreak was largely due to the bad conditions under which a large part of the people were compelled to live, and could have, so far, as the workmen were concerned, been avoided if proper remuneration for work had been given and proper housing conditions enforced by the authorities. We must avoid the mistakes of large towns, if we would escape their punishment. Dark rooms were already being inhabited in St. John. Future buildings in Newcastle could be regulated by the Building Inspector. If the latter and the Board of Health officers should prove the right kind of men, they could accomplish much good.

Mrs. G. G. Stothart thought that if unsightly property not put to use were taxed at its full value, the owners would be compelled to improve or sell.

Ald. Stables said that would depend on the owners. If they could afford to pay the tax and wait, they would still keep the land a nuisance. The public must be educated to clean up and improve. Buildings not a menace to public safety could not be touched.

Mrs. A. J. Ferguson mentioned one old building, which was a menace to safety, as children were lighting fires round it.

Another lady asked if people who clean up their yards were not compelled to cart the rubbish to the public dump, not to a lot in the middle of the town.

Ald. Hayward said the new dump could not be interfered with unless shown to be unsanitary.

Mayor Fish congratulated the ladies on their public spirit. It was very desirable to get rid of ugly buildings, etc. Some years ago the Grand Jury condemned one of the old houses spoken of, but nothing was done. Some buildings in town are abominable, but private citizens cannot interfere. About cleaning up many people will not paint their houses, for the assessors, under the present foolish Assessment Law, would raise the assessment whenever a property is improved. If a new assessment act were obtained, and old rookeries assessed at same value as the lots on either side, the situation would be improved. The Board of Health had large powers. And we may be able to get a new Assessment Act. The ladies should keep up their useful agitation.

Mrs. Leard brought up the matter of sewerage on McCullum street. Sanitary conditions in some places on that street were bad.

The Mayor replied that the Council intended to sewer that street. The town assessed a lot, but about two-thirds of the revenue was taken up in interest and other fixed charges. The tax rate is nearly 4%—over twice as much as in most towns. We have only \$2000 for streets. The town is too scattered, and we must do the best we can with what means we have.

Mrs. Hubbard remarked that McCullum street was one of the oldest and most thickly settled streets. One of its houses has 24 people.

Ald. Stables said the people do not always use the sewers in front of their houses.

Ald. MacKay said that the Water & Light Committee had McCullum street surveyed and that the first sewerage would, if practicable, be put there.

One of the ladies spoke about men and boys loitering round the Post Office and other corners, and about young children at the Dime.

Ald. Hayward said the corner nuisance could be stopped. About the Dime he washed information.

Several ladies said that young children, it appears, get older people to take them to the Dime. The parents did not seem to care.

The Mayor said the responsibility primarily rested with the parents. Men on the corner were not generally a bad lot. They might have no work there else to go. They might be looking for work. Workmen helped each other a great deal. We should have rooms for workmen—free labor bureaus, recreation rooms, etc. The ladies might consider this.

The ladies asked the Police and Appointment to Office Committee about the School Trustees, about when and the schools a lengthy discussion followed. The ladies distinctly stand for well ventilated, healthy schools, and an active Board of Trustees. There were several excellent Trustees but the Board could not always get a quorum, some Trustees taking no interest.

Mrs. Pell would have a Woman Inspector of Schools, who would also visit sick pupils, help to obtain work for the fathers, have an eye to sanitary conditions both at school and in the home, etc. Such was done in New York State.

Ald. Stuart said the ladies should continue their useful agitation, and perhaps the Factory Inspector would soon be given authority to also inspect the sanitation of schools.

Mrs. Gough advocated Manual Training for the schools, so that a 10th grade child might have some chance of going into skilled labor when leaving school.

The Mayor said that fewer colleges and more continuation schools would be beneficial.

The Ladies invited the men to come again, and the Institute were invited to meet with the Town Improvement League, tomorrow (Thursday) evening in Town Hall.

Adjourned.

Thin out your trees so that the sun and wind can get into them and have some circulation of air. That spells color in apples.

## Bernard King Gives Up His Life

### Another Northumberland Boy Dies in the Great War—Son of W. S. Loggie Wounded Again

Ottawa, May 7.—Casualties announced today include: Died of wounds—Bernard King, Newcastle, N. B. Wounded—Pte. J. Kerr Loggie, Chatham, N. B., with the First Brigade Machine-Gun Battery.

Pte. King leaves his aged parents in Maple Glen. Mrs. Hugh Drummond of Maple Glen is a sister of the deceased, and the following are brothers: Frank King, of Chapin Island Road, and Charles, who lives in Maine.

Pte. King was one of the very first to go to the front from this District, leaving with the First Contingent, with Wm. Ashford and others in August 1914. His war record was good, and his country is proud of him.

Pte. King wrote his mother from the trenches on the 18th of last month. He died on May 5th instant. When he was wounded does not appear.

Mr. and Mrs. King have received the following:

Minister's Office, Ottawa, May 6th, 1916.

Dear Mr. King: Will you kindly accept my sincere sympathy and condolences in the decease of that worthy citizen and heroic soldier, your son, Private Bernard King.

While one cannot too deeply mourn the loss of such a brave comrade, there is a consolation in knowing that he did his duty fearlessly and well, and gave his life for the cause of Liberty and the upbuilding of the Empire.

Again extending to you my heartfelt sympathy.

Faithfully,  
(Sgd.) SAM HUGHES,  
Major General,  
Minister of Militia and Defence for Canada.

Edward King, Esq., Newcastle, N. B.

Mr. W. S. Loggie has two sons at the front, and both were wounded last October. J. K. Loggie had returned to duty but recently. No details of his second wound have been received.

Tuesday's casualty list contains the names of two more Newcastle boys, Privates Edward McFarlane and Frank Tardy, as being wounded. Private McFarlane was wounded in the shoulder.

## Soldiers Grateful For Socks

### Mrs. Wm. Hosford of Seville Receives a Cheery Letter From One of the 14th Battalion

22762  
Corp. W. McArthur,  
No. 2 Company 14th Batt.  
1st Canadian  
France.

Mrs. Hosford,  
Dear Madam:—Just to hand you your most kind and much appreciated gift of socks.

I assure you, Mrs. Hosford, (speaking from nearly fourteen months experience in the trenches) that the boys are more than grateful to the women of Canada for the magnificent way they have worked, to make the hardships we have to face from day to day, as easy as possible.

I often think, that if it were possible for the women who have worked so hard, to pay a visit to France and see the boys marching along the road, they would be proud of the work they spent on them.

The Canadians are looked upon with respect, and welcomed wherever they go.

We have had some hard tasks, some severe trials, as man ever was called upon to face and stood the test, so why should not we hold our heads and polish every day the word on our shoulder straps, the word "Canada"?

Again thanking you I remain,  
Yours sincerely,  
W. McARTHUR.

London, May 8 (7.05 p. m.)—It is reported that the steamship *Cymric* is sinking.

Crew of 100, but no Americans  
New York, May 8.—The *Cymric* when she left New York on April 29, carried a crew of about 100 men, none of whom, so far as is known here by the White Star Line, is an American. She was commanded by Captain Beadell, an Englishman.

## MARITIME EXPRESS BADLY WRECKED

### Five Cars Left Rails, and Express Car Burned Completely

#### NO LIVES LOST A MIRACLE

The Maritime Express, which left Moncton Saturday night for Montreal, was badly wrecked about 2 o'clock Sunday morning a short distance east of Red Pine and that no one was injured is little short of a miracle. Five cars and half the trucks of another one went off the track. The express car caught fire and was completely burned up, together with the contents. The baggage car also caught fire, but the blaze was extinguished before much damage was done. Some of the train crew in fighting the fire in the express car received some slight burns. The engine, one end of the first class car, the diner and the two sleepers remained on the rails, while those which took to the ditch were the refrigerator, mail, express, baggage and second class cars, the front end of the first class also being derailed. The track was torn up, sleepers were cut into splinters and the rails twisted into all shapes. It is inconceivable how the occupants of the baggage, mail and express cars and the passengers in the second class car escaped injury, this being the outstanding feature of the wreck. The refrigerator car contained a consignment of lobsters, and was badly smashed up. The mail and baggage cars were both broken up to a considerable extent, the baggage car being thrown crosswise of the track. The train was going at a good rate of speed when suddenly the cars immediately behind the engine jumped the rails, and it is the firm belief that the run off was caused by the refrigerator car first taking to the sleepers.

On account of the spill the road was blocked at this point for eighteen hours. The passengers on the Maritime coming east were detained for some time at the scene of the wreck, after having been considerably delayed by a freight off the track north of Campbellton.

Owing to the roadbed being torn up, it was necessary to transfer the passengers on the east bound Maritime Express and the train which included the sleepers and first class car on the wrecked train, arrived in Moncton about seven o'clock Sunday evening.

The line was cleared about 8 o'clock Sunday night and trains are now running as usual.

Conductor A. Davidson, of Moncton, was in charge of the train, and Mr. William F. Hicks, also of Moncton, was the driver.

## Germany's Reply To United States

### Charges America With Partiality For Britain, Offers to Amend Her Course on Condition

Germany replied on the 4th instant to America's demand that Germany cease her submarine attacks.

All that Germany agrees to do in future is to guarantee that "in accordance with the general principles of visit and search and the destruction of merchant vessels recognized by international law, such vessels, both within and without the area declared a naval war zone, shall not be sunk without warning, and without saving human lives unless the ship attempt to escape or offer resistance."

She refused to restrict the use of submarines, and charges that such use of submarines is necessitated by the Allied blockade.

She invites the United States to use her influence to compel Britain to cease what Germany considers breaches of international law.

The latter proposition is possibly an effort to obtain the mediation of the United States in the negotiation of a general peace.

Another British Steamer  
London, May 8 (11.35 p. m.)—The British ship *Galgate*, from Portland, Oregon, January 2 for ports in the United Kingdom, was sunk Saturday, according to Lloyds.

commercial production, notably with regard to dyestuffs and chemicals used in textile work. There was probably enough waste in Canada, he said, to make a very large contribution to the wealth of the nation, and it was intended to correct this state of affairs as far as possible. The bureau of commercial information would be linked with many important sources and various laboratories would be allotted the work for which they were best suited. The universities were strongly desirous of cooperating in this work. Sir George stated that he would make known the names of the new commercial commission on Monday.

Sir Wilfrid Laurier and Mr. W. S. Loggie expressed their approval of the plans outlined by the Minister of Trade and Commerce. Sir Wilfrid added, however, that he thought a matter of still more importance was the technical education of the people. He suggested that the minister might next year supplement his scheme with a school of technical education.

## Newcastle Man Making Good in Colorado

### Stanley Watt, Son of Mrs. Wm. Watt, a Member of Live Firm of Tagert & Watt, Aspen, Colorado

The Aspen (Colorado), Democrat-Times of February 2, 1916, says that: "Aspen now has a live firm—Tagert & Watt.

These gentlemen have leased almost the entire lower floor and basement of the Elks' Home building, corner of Hyman and Galen streets, and will soon place on display all known farming implements from a shovel to a threshing machine, and will be prepared at all times to supply the demands and necessities of the local farmers.

Tagert & Watt represent the greatest farming implement concerns of the world, viz.,

The J. I. Case Threshing Machine Company.  
The International Harvester Company.  
The John Deers Plow Company.

Complete lines of these companies will be carried on and exhibition, and will be operated for the education of the purchasing farmers.

About two acres of floor space will be taken up to display this machinery and the establishment will be cosmopolitan in all details.

Besides, Tagert & Watt are agents for the Grant Automobile Company. The Grant is an up-to-date car and is within the reach of all.

Pay, grain, coal, will be also handled by this new firm.

As both "Tag" and "Stan" are well and peculiarly known (both being local fellows) the Democrat-Times predicts a glowing future for Tagert & Watt."

The Watt referred to above is Stanley Watt, son of Mrs. Wm. Watt. Mr. Watt was associated with late R. R. Call. He built the Newcastle Mine.

The Advocate is pleased to hear of Mr. Watt's success in his new home.

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## LAWSUITS AGAINST SOLDIERS AT FRONT

### Judge Barry Decides That a Soldier on Duty Should Not be Harrassed by Lawsuits ---And Quotes British Authority

Judge Barry in St. John, has handed down a very important judgment in the case of the Indian Refining Co. of the U. S. A. against Frank H. Elliott of St. John, head of the Automobile Oil Refining Co.

The defendant is a captain in the 26th Battalion in France and carries on business in St. John as the Automobile Oil Refining Company. Previously to sailing for England he made a trip to the executive offices of the plaintiff Company in New York with a hope of adjusting some troubles that had arisen between him and the plaintiff company. These efforts came to naught.

The writ was served on the defendant at East Sandling, England, in September, 1915, a few days before the 26th embarked for the front.

An application was made by J. King Kelly, K. C., of the legal firm of Kelly & Ross for an order restraining the plaintiff from proceeding further with this case until Captain Elliott either died or was mustered out of His Majesty's army. Judge Barry granted a stay of proceedings until 1st April, 1916, and on a further application to stay the proceedings delivered this judgment:

"The one thing of supreme importance in these days is that Great Britain and her Allies should win the present war. Everything else must be regarded as secondary or subsidiary importance. Under these conditions it is not, I think, in the national interests that Canadian soldiers at the front in the service of the Empire should be harassed by suits at home; and more especially is this true of suits which like the present one can just as well as not wait, without, so far as I can see, any loss

to the prosecutors. It is true that the time asked for here is merely for the purpose of putting in a formal defence. Under analogous circumstances if the defence were in, I think I should feel constrained to postpone the trial of the action until after the soldier's return. So that on any view, the order which I am asked to make at present is only anticipating by a little, the order which ultimately would have to be made.

"In November last at Westminster Sir Bargarve Deane, J., when asked for leave to serve a divorce petition on an officer in the fighting line decided that it would have to stand until the officer's return to Great Britain. 'It is not in the interest of the nation,' said that court, 'for men to have their minds diverted from their duties by such matters. They had better stand over until the men return.'

"In a very recent case in the High Court of Justice in England, Mr. Justice Neville postponed the trial of the action until after the declaration of peace. Cardiff Corporation vs Barry Railway Co., N. N., Mar. 4th.

"There would seem to be therefore, abundant authority for the order which in the interests of justice I think should be made in this case.

"The order will be that all further proceedings in this action be stayed until after the declaration of peace, unless the defendant should be sooner mustered out of the service and return to New Brunswick, in which case the plaintiffs be at liberty to move to rescind this order, with liberty to apply for the examination de bene esse of any witness who is aged or is infirm, or is about going abroad."

## Warning to Dealers In Food Products

### Ignorance of the Adulteration Act No Excuse For Selling Goods Under False Names

It has happened, on several occasions, that dealers charged with violation of the Adulteration Act have pleaded ignorance of its requirements as their excuse. This plea has no force in law; and however morally just the defendant may consider himself to be, he is compelled to pay the legal penalty.

The Department, in its capacity as administrator of the Adulteration Act, always grants time for those interested, to inform themselves of new regulations enacted under its terms.

Section 25 of the Act requires that foods should be defined by Order in Council, and this requirement is being carried out as necessary demands and as requisite knowledge is accumulated. Such Orders in Council are published in Circular form, and are obtainable, on request by anyone engaged in trade, or otherwise interested. The bulletins regularly issued by the Department contain information, regarding all such enactments. Those also are obtainable on request to the Deputy Minister of Inland Revenue.

It is only where an article sold as food contains an ingredient proved to be harmful to health, that immediate action is taken to prevent the sale of such article.

The most recent instance in which ignorance of the law was pleaded may serve to illustrate this matter.

The only oil used as a Salad Oil, until recent years was Olive Oil. Cotton seed oil properly refined, is a perfectly wholesome substitute and much cheaper. When sold under its own name, no fault can be found with it. But some manufacturers have discovered that by offering it as salad oil, without other description, it sells more readily because the buyer thinks he is getting Olive Oil. In order better to deceive the purchaser, the label is frequently printed in French, or in Italian, with the name of a French or Italian producer, and a French or Italian town, France and Italy being the chief producing countries of Olive Oil as found in Canada. This practice is not only fraudulent, as deceiving the buyer, but is

an injury to the producer, importer and vendor of the genuine article. This fraud is recognized as adulteration under Section 3, Subsection b, of the Act.

In order more effectively to put a stop to it, an Order in Council was published in March, 1912, requiring that Cotton Seed Oil, when present must be named on the label. Samples purchased in June, 1914, more than two years after publication of the Order in Council referred to, were found to be adulterated, inasmuch as they were labelled Salad Oil, E. Loubon, Nice, thus leading the purchaser to believe them to be of foreign origin, and genuine Olive Oil. They were entirely Cotton Seed Oil, but no mention of this fact appeared on the label.

The defendant claimed that he was ignorant of the requirements of the Adulteration Act, in the case; that he bought the stock some years ago, believing it to be genuine; that he had no fraudulent intent; all of which is undoubtedly true.

It remains, however, that he violated the provisions of the Adulteration Act; after fully two years time granted in which it was his duty to acquaint himself with the terms thereof. This Act specifically deals with foods of which he is a purveyor; and it is natural and proper that the Vendor should have made himself familiar with the law on the subject.

## 700,000 Dead Up To April 1st.

According to Amsterdam reports, the total German losses on land in Europe up to April 1st ult. were as follows:

Entire War Killed and died	681,437
Prisoners and missing	333,488
Severely wounded	372,565
Wounded, still with army	108,470
Other wounded	1,234,937
Gross casualties	2,730,917